

**RICHLAND HILLS CITY COUNCIL
REGULAR MEETING AGENDA
MAY 27, 2025
CITY HALL, 3200 DIANA DRIVE**

The Work Session and Regular Session are open to the public. If Executive Session is required, it will be held in the Council Conference Room, and is closed to the public. Please note that although the Council will generally consider the items on the agenda in the order shown below, they may elect to re-order items in order to accommodate the needs of the Council, city staff, presenters, or the public generally. Therefore, members of the public interested in any agenda item are encouraged to be in attendance at the start of the meeting.

CITY COUNCIL WORK SESSION – 6:00 PM

1. **Executive Session:** Pursuant to the Open Meetings Act, Chapter 551, Texas Government Code, Sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.087, 418.183(f) and 418.106(d) & (e). **Executive Session may be held, under these exceptions, at any time during the meeting that a need arises for the City Council to seek advice from the City Attorney as to the posted subject matter of this City Council meeting.**

1. Section 551.074: Deliberation regarding Personnel Matters
 - a) Board and Commission Appointments

2. Proposed Public Art Policy Presentation
3. Discuss items listed on tonight's City Council agenda. No action will be taken and each item will be considered during the Regular Session.

CITY COUNCIL REGULAR SESSION – 7:00 PM

CALL TO ORDER

INVOCATION AND PLEDGES OF ALLEGIANCE

ADMINISTRATION OF OATH OF OFFICE AND PRESENTATION OF CERTIFICATE OF ELECTION

- A. Administer Oaths of Office to Council Member, Place 1 and Council Member, Place 6

ELECTION OF MAYOR PRO TEM

1. PRESENTATIONS

- A. Fire Department Badge Pinnings
 - Fire Captain Cory Graham
 - Firefighter/Paramedic Callan Scherer
 - Firefighter/EMT Justin Mundo
- B. Library Summer Reading Program Proclamation
- C. Library Excellence Award
- D. Citizen Appearances/Public Comments

Citizens in attendance at the meeting who have signed a card to speak to the City Council will also be heard at this time. In compliance with the Texas Open Meetings Act, unless the subject matter of the presentation is on the agenda, the city staff and City Council members are prevented from discussion of the subject and may respond only with statements of factual information or existing city policy. Citizens will have three (3) minutes to address City Council. Public comment will not be taken on items that the Council has previously considered in a public hearing.

2. CONSENT AGENDA

All items listed below are considered to be routine by the City Council and will be enacted with one motion. There will be no separate discussion of the items unless a Councilmember or citizen so requests, in which event the item will be removed from the consent agenda and considered in its normal sequence. Approval of the consent agenda authorizes the City Manager to implement each item in accordance with staff recommendations.

- A. Approve minutes from the May 12, 2025 Joint Meeting of the City Council and the Planning and Zoning Commission, May 12, 2025 City Council Regular Meeting, and the May 14, 2025 Special Called Meeting

3. PUBLIC HEARINGS, MEETINGS, AND OTHER RELATED ITEMS

- A. Consider Ordinance 1527-25 adopting an amended Richland Hills Comprehensive Land Use Plan

4. ORDINANCES & RESOLUTIONS AND OTHER RELATED ITEMS

- A. None

5. CONTRACTS, AGREEMENTS, BID AWARDS AND OTHER RELATED ITEMS

- A. Consider Interlocal Agreement between the City of Fort Worth and the City of Richland Hills to purchase ambulances from the City of Richland Hills for the Fort Worth EMS system and authorize City Manager to sign agreement

6. OTHER ITEMS FOR CONSIDERATION

- A. Consider appointments to City Council Committees
- B. Consider appointments to Boards and Commissions
- C. Consider reallocation of Street Improvement Funds from the Oak Park Drive street reconstruction project to street maintenance and professional services to complete an updated Pavement Condition Index assessment

7. REPORTS & DISCUSSIONS

- A. Street Improvement Projects
- B. April Department Reports

8. COMMUNITY INTEREST ITEMS

This is a standing item on the agenda of every regular meeting of the City Council. (The Texas Open Meetings Act effective September 1, 2009, provides that *"a quorum of the city council may receive from municipal staff, and a member of the governing body may make, a report regarding items of community interest during a council meeting without having given notice of the subject of the report, provided no action is taken or discussed."* The Open Meetings Act does not allow Council to discuss an item concerning pending City Council business unless it is specifically, appropriately posted on the agenda.) An "item of community interest" includes the following:

- information regarding holiday schedules;
- honorary recognitions of city officials, employees, or other citizens;
- reminders about upcoming events sponsored by the city or other entity that is scheduled to be attended by a city official or city employee; and
- announcements involving imminent public health and safety threats to the city

9. EXECUTIVE SESSION

Executive Session: Pursuant to the Open Meetings Act, Chapter 551, Texas Government Code, Sections 551.071, 551.072, 551.073, 551.074, 551.076, 551.087, 418.183(f) and 418.106(d) & (e). **Executive Session may be held, under these exceptions, at any time during the meeting that a need arises for the City Council to seek advice from the City Attorney as to the posted subject matter of this City Council meeting.**

1. Section 551.072: Deliberation regarding real property
 - a) 3924 Booth Calloway Road, Richland Hills, TX 76118
 - b) 7235 Glenview Drive, Richland Hills, TX 76180

Reconvene into open session for possible action resulting from any items posted and legally discussed in Executive Session.

10.ADJOURNMENT

CERTIFICATE

I hereby certify that the above agenda was posted on this the 22nd day of May 2025 by 5:30 p.m., on the official bulletin board at the Richland Hills City Hall, 3200 Diana Drive, Richland Hills, Texas, pursuant to the Texas Government Code, Chapter 551.

Lindsay Rawlinson

Lindsay Rawlinson
City Secretary



ACCESSIBILITY STATEMENT

The Facility is wheelchair accessible. If you plan to attend this public meeting and have a disability that requires special arrangements, please notify the City Secretary 48 hours in advance at (817) 616-3811 and reasonable accommodations will be made to assist you.

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Candice Edmondson, City Manager

Date: May 27, 2025

Subject: Public Art Policy

Agenda Item:

Proposed Public Art Policy Presentation

Background Information:

Staff has developed a draft policy to guide the selection, procurement and placement of public art throughout the City of Richland Hills. This policy establishes a framework for incorporating public art into community spaces in a thoughtful, consistent and transparent manner.

The purpose of the policy is to enhance the visual and cultural environment of Richland Hills, promote community identity and support local artists by providing opportunities for public engagement through art.

Staff will present the draft policy for Council review and discussion on Monday evening.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

Discussion Item Only

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Lindsay Rawlinson, City Secretary

Date: May 27, 2025

Subject: Administer Oaths of Office to Council Place 1 and Council Place 6

Agenda Item:

Administer Oaths of Office to Council Member, Place 1 and Council Member, Place 6

Background Information:

The City Secretary will administer the Oaths of Office to City Council, Place 1 and City Council, Place 6.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

No Council Action

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Lindsay Rawlinson, City Secretary

Date: May 27, 2025

Subject: Election of Mayor Pro Tem

Agenda Item:

Election of Mayor Pro Tem

Background Information:

As required in the City Charter, the City Council shall elect from among the members of the six (6) Council Member places a Mayor Pro Tem to serve for the coming year. The election shall take place at the first regular meeting following the general City election.

The Mayor Pro Tem fills in for the Mayor in instances where the Mayor is unavailable. This may include presiding over City Council meetings and representing the City at various events.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

Motion to elect a Mayor Pro Tem

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: C. Russell Shelley, Fire Chief

Date: May 27, 2025

Subject: Badge Pinning – Fire Captain Cory Graham

Agenda Item:

Badge Pinning – Fire Captain Cory Graham

Background Information:

Cory joined the Richland Hills Fire Department in March 2020. During his time with us, he has played a vital role in training new and existing department members as a Field Training Officer. In his new role, Captain Graham will serve as the program coordinator for our Citizens Fire Academy. Cory believes it is imperative to provide the highest level of customer service possible by constantly seeking opportunities to positively impact the lives of those we serve.

Cory and his wife Tarah have two sons, Hudson 5, and Wesley 8. In his spare time, Cory is a DIY gearhead, and he has a strong interest in vintage cars, trucks, and motorcycles.

Cory holds the following certifications:

- TCFP Master Firefighter
- Master Fire Inspector
- Haz-mat Technician
- Driver Operator
- Instructor II
- Fire Officer II
- Paramedic
- EMS instructor

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

No Council Action

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: C. Russell Shelley, Fire Chief

Date: May 27, 2025

Subject: Badge Pinning – Firefighter/Paramedic Callan Scherer

Agenda Item:

Badge Pinning – Firefighter/Paramedic Callan Scherer

Background Information:

Callan Scherer came to Richland Hills after working in a part-time capacity with the Justin Fire Department where several of our personnel also work part-time. He has a great interest in pre-hospital emergency medical care and has taken on the duties of EMS Field Training Officer on B shift. Callan has a strong passion for physical fitness and healthy eating, which he shares regularly with his crew.

His current certifications include:

- TCFP Basic Firefighter
- TCFP Haz Mat Technician
- TDSHS Paramedic

He is the self-proclaimed father of three wonderful frogs. In his spare time, he enjoys all types of physical fitness, video games, and all the joys of home ownership. He has learned a lot in the last year, and is very grateful to have such a rewarding and enjoyable career in Richland Hills.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

No Council Action

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: C. Russell Shelley, Fire Chief

Date: May 27, 2025

Subject: Badge Pinning – Firefighter/EMT Justin Mundo

Agenda Item:

Badge Pinning – Firefighter/EMT Justin Mundo

Background Information:

Justin Mundo came to Richland Hills after volunteering with the Haslet Fire Department and working full-time with Careflite Ground Ambulance as an EMT. Coming to work in Richland Hills has been the realization of a lifelong dream to be a career firefighter. Justin's passion for fire suppression duties led to his recent Driver/Operator certification and assignment as the Step-Up Engineer for B Shift. Firefighter Mundo is looking forward to attending Haz Mat Technician training in the near future and Paramedic school next year.

His current certifications include:

- TCFP Basic Firefighter
- TCFP Driver/Operator
- TDSHS EMT

Public service comes naturally to Justin, as his father serves as a Police Officer in Denton and he has grown up around public safety. In his spare time, he enjoys physical fitness and activities surrounding his Jeep Gladiator and off-roading with friends.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

No Council Action

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Lindsay Rawlinson, City Secretary

Date: May 27, 2025

Subject: Library Summer Reading Proclamation

Agenda Item:

Library Summer Reading Program Proclamation

Background Information:

In recognition of “Summer Reading”, Mayor Bergthold will present a Proclamation to Richland Hills Library Director Chantele Hancock.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

Summer Reading Program Proclamation

Council Action Requested:

Presentation of Summer Reading Program Proclamation

Proclamation



WHEREAS, kids read more when they are having fun, when they see others reading, and when they can choose their own reading material; and

WHEREAS, reading as a leisure activity has a great impact on vocabulary and reading speed; and

WHEREAS, the Richland Hills Public Library is a place of learning and discovery for residents of all ages; and

WHEREAS, public libraries play a critical role in providing a bridge for students' education and academic skills over the summer months and thereby prevent the "summer slide" when, it has been proven, students may lose many of the educational achievements made during the previous school year; and

WHEREAS, the Richland Hills Public Library joins with the Texas State's Library and Information Services and public libraries across the country to support the 2025 theme, "Reading Is Magic," by presenting educational programs for all ages.

NOW, THEREFORE, BE IT RESOLVED, that I, Curtis Bergthold, Mayor of the City of Richland Hills, Texas do hereby proclaim June and July 2025 as:

SUMMER READING 2025!

in Richland Hills, Texas, and encourages residents of all ages to visit their public library, to participate in the "Reading is Magic" annual Summer Reading Program.

Mayor Curtis Bergthold
City of Richland Hills

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Chantele Hancock, Library Director

Date: May 27, 2025

Subject: Library Excellence Award

Agenda Item:

Library Excellence Award

Background Information:

The Richland Hills Public Library has received the 2024 Achievement of Library Excellence Award from the Texas Municipal Library Directors Association (TMLDA,) an affiliate of the Texas Municipal League.

To successfully receive the Achievement of Library Excellence Award, the library must exhibit excellence by providing services to underserved and special populations, marketing in innovative ways, pursuing collaborative efforts, offering enhanced services through unique or expanded programming, providing literacy support, providing for digital inclusion, supporting workforce development, promoting cultural, topical, and educational programming, comprehensively training staff, and offering other unique services to their community.

Of the 542 public libraries in Texas, only 102 received this award in 2024, demonstrating our Library's commitment to providing exceptional service to your community. With this honor, the Richland Hills Public Library is now in the top 19% of all public libraries in the state.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

No Council Action

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Lindsay Rawlinson, City Secretary

Date: May 27, 2025

Subject: Minutes from the May 12, 2025 Joint Meeting of the City Council and the Planning and Zoning Commission, May 12, 2025 City Council Regular Meeting, and the May 14, 2025 Special Called Meeting

Agenda Item:

Approval of minutes from the May 12, 2025 Joint Meeting of the City Council and the Planning and Zoning Commission, May 12, 2025 City Council Regular Meeting, and the May 14, 2025 Special Called Meeting

Background Information:

N/A

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

May 12, 2025 Draft Joint Meeting Minutes

May 12, 2025 Draft Minutes

May 14, 2025 Draft Minutes

Council Action Requested:

Motion to approve the minutes from the May 12, 2025 Joint Meeting of the City Council and the Planning and Zoning Commission, May 12, 2025 City Council Regular Meeting, and the May 14, 2025 Special Called Meeting

**MINUTES OF A JOINT MEETING OF THE
CITY COUNCIL AND THE PLANNING & ZONING COMMISSION
MAY 12, 2025**

Roll Call:

Council present

Curtis Bergthold, Mayor
Douglas Knowlton, Mayor Pro Tem
Travis Malone, Place 2
Theresa Bledsoe, Place 3
John Skier, Place 4
GW Estep, Place 5
Roland Goveas, Place 6

Council absent

Planning & Zoning Members Present

Michael Wilson, Chair
Jackson Durham, Place 3
Mary Witt, Place 4
Kelle Jones, Place 5
Keith Albee, Alternate 1
Ray Stilwell, Alternate 2

Planning & Zoning Members Absent

Kenneth Keating, Place 1

Staff present

Candice Edmondson, City Manager
Lindsay Rawlinson, City Secretary
JP Ducay, Director of Planning and Development Services

JOINT MEETING – 6:00 P.M.

1. CALL TO ORDER

Mayor Bergthold called the joint meeting of the City Council and the Planning & Zoning Commission to order at 6:01 p.m.

REGULAR AGENDA

2. Introduce the first Comprehensive Plan draft and provide direction on adoption.

Director of Planning and Development Services JP Ducay provided a brief review of the draft Comprehensive Plan and provided comments and input received from the public. He discussed comments regarding the Baker Boulevard corridor including providing flexibility to consider light commercial users as a compatible use and additional clarity to differentiate properly screen outdoor storage areas versus front yard storage and display areas.

He advised of mobility updates including that the Pedestrian Plan was updated to reflect a Safe Routes To Schools action plan and considered traffic impacts in the 121 Plan. Additionally, he provided an update to questions posed in the April 22, 2025 Comprehensive Plan Advisory Committee meeting such as reframing redevelopment with alternative language and advised that updates were made throughout the document, new residential opportunities would be handled during the zoning ordinance re-write process, and unification and cross connection requirements would be addressed during the street ordinance re-write process.

Discussion ensued regarding traffic data, drainage issues along Booth Calloway Road and Big Fossil Creek.

Mr. Ducay advised that the next step is for the Planning and Zoning Commission to consider a vote regarding the proposed Comprehensive Plan.

Motion: Motion was made by Chair Wilson and seconded by Member Jackson to recommend approval to the City Council of the draft Comprehensive Plan with changes as discussed and presented.

Motion carried by a vote of 4-0.

Motion: Motion was made by Councilmember Malone and seconded by Councilmember Skier to place the draft Comprehensive Plan on the May 27, 2025 City Council regular meeting agenda for consideration and approval.

Motion carried by a vote of 7-0.

3. ADJOURNMENT

There being no further business to come before the joint meeting of the City Council and the Planning & Zoning Commission, Mayor Lopez and Chair Wilson declared the meeting adjourned at 6:41 p.m.

ATTEST:

APPROVED:

Lindsay Rawlinson, City Secretary

Curtis Bergthold, Mayor

APPROVED:

Michael Wilson, Chair

**RICHLAND HILLS CITY COUNCIL
REGULAR MEETING
MAY 12, 2025
MINUTES**

Roll Call:

Council present

Curtis Bergthold, Mayor
Douglas Knowlton, Mayor Pro Tem
Travis Malone, Place 2
Theresa Bledsoe, Place 3
John Skier, Place 4
G.W. Estep, Place 5
Roland Goveas, Place 6

Council absent

Staff present

Candice Edmondson, City Manager
Lindsay Rawlinson, City Secretary
Elizabeth Yelverton, City Attorney

REGULAR SESSION – Mayor Bergthold Called to Order – Time 7:00 p.m.

INVOCATION AND PLEDGES OF ALLEGIANCE – Mayor Pro Tem Douglas Knowlton

PRESENTATIONS

1A. Recognition of outgoing Mayor Pro Tem Douglas Knowlton

City Council members and City staff expressed their appreciation for outgoing Mayor Pro Tem Douglas Knowlton. City Manager Candice Edmondson highlighted Mayor Pro Tem Knowlton's accomplishments during his tenure as a Councilmember from 2019-2025.

Bill Garretson, 3616 Landy Lane, expressed his appreciation to Mayor Pro Tem Knowlton for his obvious love of his City and the consideration he gave during his years on the City Council.

1B. National Police Week Proclamation

Mayor Bergthold read a proclamation declaring May 11 – 17, 2025, as "National Police Week" in Richland Hills and presented it to Police Chief Kimberly Sylvester.

1C. National Public Works Week Proclamation

Mayor Bergthold read a proclamation declaring May 18 – 24, 2025, as “National Public Works Week” in Richland Hills and presented the proclamation to Director of Public Works and Capital Projects Kip Dernovich.

1D. National Emergency Medical Services Week Proclamation

Mayor Bergthold read a proclamation declaring May 18 – 24, 2025, as “National Emergency Medical Services Week” in Richland Hills and presented the proclamation to Fire Chief Russell Shelley.

1E. National Public Service Recognition Week Proclamation

Mayor Bergthold read a proclamation declaring May 4 – 10, 2025, as “National Public Service Recognition Week” in Richland Hills and presented the proclamation to City Manager Candice Edmondson.

1F. Citizen Appearances/Public Comments

John Garza, 7900 Leslie Drive, Richland Hills, expressed his congratulations to the two winning candidates in the May 3, 2025 General Election, Mike Witt and Roland Goveas, and stated that he is looking forward to the future of the City.

CONSENT AGENDA

2A. Approved minutes from the April 28, 2025 Joint Meeting of the City Council and the Planning and Zoning Commission and the April 28, 2025 City Council Regular Meeting

2B. Approved Resolution 613-25 recognizing World Migratory Bird Day and local efforts to pursue the Bird City Texas designation by Texas Parks and Wildlife

Motion: Motion was made by Mayor Pro Tem Knowlton and seconded by Councilmember Skier to approve the consent agenda.

Motion carried by a vote of 7-0.

PUBLIC HEARINGS, MEETINGS, AND OTHER RELATED ITEMS

3A. Approved Ordinance 1526-25 adopting the 2025 Standards of Care for youth programs provided by The Link Event & Recreation Center. PUBLIC HEARING

Director of Parks and Recreation Eric Valdez presented the item to the City Council and advised that Ordinance No. 1526-25 is an annual requirement of the Texas Human

Resources Code for all municipalities who operate youth programs in the form of day camps and after-school programs. Mr. Valdez provided an overview of the Standards of Care and discussed the approved ratio of students to camp counselors stating that the ratio is 15-1 in group settings and 10-1 when students are taken on field trips.

Mayor Bergthold opened the public hearing at 7:35 p.m. and asked to hear from any proponents followed by opponents of the items.

Hearing none, Mayor Bergthold closed the public hearing at 7:35 p.m.

Motion: Motion was made by Councilmember Malone and seconded by Mayor Pro Tem Knowlton to approve Ordinance 1526-25 adopting the 2025 Standards of Care for youth programs provided by The Link Event & Recreation Center.

Motion carried by a vote of 7-0.

ORDINANCES & RESOLUTIONS AND OTHER RELATED ITEMS

4. None.

CONTRACTS, AGREEMENTS, BID AWARDS AND OTHER RELATED ITEMS

5A. Approved award of proposal for implementation of a new Enterprise Resource Planning (ERP) system to Tyler Technologies, Inc. and approve the Software as a Service Agreement with Tyler Technologies, Inc. for an initial three-year term

City Manager Candice Edmondson presented the item to the City Council and advised that the City has utilized STW Inc. for its financial software program for many years. While the system has met basic needs, it is approaching the end of its support lifecycle.

The STW software was acquired by OpenGov in 2018. Following this acquisition and the increase in the use of the OpenGov cloud-based software, the City has been informed that the current software will no longer be supported after December 2026. Therefore, the City must either transition to OpenGov at a higher cost than the current annual fee of \$33,007 or implement a different ERP system.

On December 3, 2024, the Finance Department issued a Request for Proposals (RFP) for Enterprise Resource Planning System and Implementation Services. Five proposals were received by the bid closing on December 18, 2024, with one additional proposal from the current vendor (OpenGov) submitted after the deadline. After reviewing all submissions, staff conducted demonstrations with the two most cost-effective and comparable options: Tyler Technologies and OpenGov.

After thoroughly reviewing available options, staff recommends selecting Tyler Technologies for the City's new ERP system. While both Tyler and OpenGov offer strong financial solutions, Tyler's platform provides broader functionality and better integration capabilities and is widely used among regional municipalities. In addition, the City's Municipal Court currently uses Tyler Technologies for their operating system so financials will integrate seamlessly between the two systems. Tyler Technologies also offers a lower total cost over three years, making it the most financially responsible choice for the City. The proposed implementation timeline for the Tyler ERP system is 12-18 months.

The FY 2025 Budget includes \$250,000 for implementation of a new ERP system. Tyler's implementation cost is \$133,455. With the 12–18-month implementation timeline, City Council will have to reallocate funds in the FY 2026 and FY 2027 budgets to complete the implementation. The annual fee for the three-year agreement is \$83,312 per year for a total cost of \$249,936. The total cost for the Tyler Technologies agreement, including implementation and three years of service is \$383,391.

Discussion ensued regarding the implementation plan, the terms and conditions, and the modules offered being useful to the City's needs.

Motion: Motion was made by Councilmember Skier and seconded by Mayor Pro Tem Knowlton to award proposal for implementation of a new Enterprise Resource Planning (ERP) system to Tyler Technologies, Inc. and approve the Software as a Service Agreement with Tyler Technologies, Inc. for an initial three-year term in the amount of \$383,391, pending City Attorney approval of the agreement.

Motion carried by a vote of 7-0.

5B. Approved Work Order Authorization Agreement No. 43 for Construction Inspection Services with Halff Associates for City of Richland Hills, Certificates of Obligation Series 2023, Street Reconstruction Projects

City Manager Candice Edmondson introduced the item to the City Council and advised that on January 8, 2024, the City Council approved an agreement with Halff Associates for professional engineering and design services for the Series 2023 street reconstruction projects. The original contract amount was \$421,600. To date, there is \$113,000 remaining due to Atmos completing the subsurface utility engineering work as well as savings in design services that were not needed. A portion of the remaining contract amount will be utilized as construction administration and engineering services during construction. Additionally, a portion of these remaining funds could be utilized for construction inspection services.

During the FY 2025 Budget process, City Council approved \$100,000 for construction management and inspection services for use on the Certificates of Obligation Series 2023, Street Reconstruction Projects. Of the \$113,000 remaining in Halff's existing

agreement, up to \$40,000 will be needed for construction administration and engineering services leaving \$73,000 that could be utilized for construction inspection services.

Utilizing the \$73,000 from the current agreement, Halff has provided a new work order authorization for construction inspection services in the amount of \$64,000. They will complete the requested 30 hours per week of construction inspection services for an eight-month period by combining the two contract amounts. The total amount that will be used for construction inspection services is \$137,000.

Discussion ensued regarding inspection reports and the City being proactive and not reactive in conducting inspections.

City Engineer David Burkett advised that inspectors will complete reports each time they are onsite. City Manager Candice Edmondson stated that the City Council will receive the reports.

Motion: Motion was made by Mayor Pro Tem Knowlton and seconded by Councilmember Skier to approve Work Order Authorization Agreement No. 43 for Construction Inspection Services with Halff Associates for City of Richland Hills, Certificates of Obligation Series 2023, Street Reconstruction Projects in the amount of \$64,000.

Motion carried by a vote of 7-0.

OTHER ITEMS FOR CONSIDERATION

6. None.

REPORTS & DISCUSSIONS

7. None.

COMMUNITY INTEREST ITEMS

8. Councilmember Estep advised of several upcoming events:

- Now through August 2025, Summer Camp Connect Registration, The Link;
- Now through May 15, 2025, Pick a Perk Link Membership Sale, The Link;
- Now through July 4, 2025, Red, White & YOU Patriotic Parade registration;
- Thursday, May 15, 2025, Music in the Park, The Link Plaza, 7:00 to 8:30 p.m.;
- Tuesday, May 27, 2025, City Council meeting normally held on May 26, 2025 will be held one day later in observance of Memorial Day;
- Tuesday, June 3, 2025, Summer Reading Kick-Off, Library, 5:00 to 7:00 p.m.;
- Tuesday, June 10, 2025, Richland Hills Literary Club, Library, 6:30 p.m.;
- Thursday, June 12, 2025,
 - o Senior Lunch Bunch and Bingo, The Link, 12:00 to 2:00 p.m.;

- o Tarrant County Food Pantry, Richland Hills Baptist Church, 5:30 to 7:00 p.m.;
- Every Thursday, Coffee Talk, Public Library, 10:00 to 11:30 a.m.;

Councilmember Malone advised that the last day of school for Birdville Independent School District students will be Thursday, May 22, 2025.

Mayor Bergthold inquired about a stop sign at the corner of Popplewell Street and Hovenkamp Avenue and City Manager Candice Edmondson confirmed that staff is working to address the issue and will provide an update soon.

EXECUTIVE SESSION

9. **Executive Session:** Pursuant to the Open Meetings Act, Chapter 551, Texas Government Code, Sec. 551.071, Sec. 551.072, Sec. 551.073, Sec. 551.074, Sec. 551.076, Sec. 551.087 and Sec. 418.0183 (f) and 418.106 (d) & (e) of the Texas Government Code (Texas Disaster Act).

None.

ADJOURNMENT

10. There being no further business to come before the City Council, Mayor Bergthold declared the meeting adjourned at 8:00 p.m.

ATTEST:

APPROVED:

Lindsay Rawlinson, City Secretary

Curtis Bergthold, Mayor

**RICHLAND HILLS CITY COUNCIL
SPECIAL MEETING
MAY 14, 2025
MINUTES**

Roll Call:

Council present

Douglas Knowlton, Mayor Pro Tem
John Skier, Place 4

Council absent

Curtis Berthold, Mayor
Travis Malone, Place 2
Theresa Bledsoe, Place 3
GW Estep, Place 5
Roland Goveas, Place 6

Staff present

Lindsay Rawlinson, City Secretary

CITY COUNCIL SPECIAL MEETING – 9:30 A.M.

Pursuant to Section 67.004 of the Texas Election Code, two members of the City Council constitute a quorum for purposes of canvassing an election.

1. CALL TO ORDER

Mayor Pro Tem Knowlton called the meeting to order at 9:30 a.m.

2. Approved Resolution No. 614-25, Canvassing Returns and Declaring Results of the General Municipal Election Held on May 3, 2025.

City Secretary Lindsay Rawlinson presented the results of the May 3, 2025 City Council General Election:

		<u>TOTAL</u>	<u>PERCENTAGE</u>
Place 1	Joyce Zuefeldt Fiaccone	156	33.91%
	Mike Witt	304	66.09%
Place 6	Roland Goveas	290	63.32%
	Stacy Reddy	168	36.68%

TOTAL BALLOTS CAST: 463 (8.92% voter turnout)

Motion: Motion was made by Councilmember Skier and seconded by Mayor Pro Tem Knowlton to approve Resolution No. 614-25, canvassing returns and declaring results of the general municipal election held on May 3, 2025.

Motion carried by a vote of 2-0.

3. ADJOURNMENT

There being no further business to come before the City Council, Mayor Pro Tem Knowlton declared the meeting adjourned at 9:31 a.m.

ATTEST:

APPROVED:

Lindsay Rawlinson, City Secretary

Curtis Bergthold, Mayor

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: JP Ducay, Director of Planning and Development Services

Date: May 27, 2025

Subject: Comprehensive Plan Adoption

Agenda Item:

Consider Ordinance 1527-25 adopting an amended Richland Hills Comprehensive Land Use Plan **PUBLIC HEARING**

Background Information:

On May 12, 2025, the Planning and Zoning Commission and City Council were presented with an updated Comprehensive Plan draft. At this joint meeting, the Planning and Zoning Commission recommended approval by a vote of 4-0. This recommendation included a condition that the word “or” be updated to “and/or” on page 66 and 126. Following Planning and Zoning Commissions recommendation, City Council voted for the item to be considered for adoption at the May 27, 2025, City Council meeting.

The most up-to-date version of the Comprehensive Plan is attached to this packet. The requested changes have been included in the updated Plan.

History:

The Comprehensive Plan process has been a year and a half effort with key points of public outreach and drafting development. The Comprehensive Plan timeline was as follows:

- **December 2023:** City and consultant kickoff meeting
- **February 2024:** Stakeholder focus group interviews and 1st CPAC meeting
- **April 2024:** Public Open House
- **September 2024:** Public Workshop and Online Survey goes active
- **November 2024:** 2nd CPAC meeting
- **February 2025:** 3rd CPAC meeting
- **April 2025:** First draft comp plan submitted to the City
 - o Placed under staff review (April 2nd – 8th)
 - o Posted online for public review (April 14th – 27th)
 - o Presented at 4th CPAC meeting (April 22nd)
 - CPAC votes to move the plan forward for P&Z/CC consideration
 - o Joint CC & P&Z meeting (April 28th)
- **May 12, 2025:** 2nd Joint P&Z / CC meeting where P&Z recommended approval.

Financial Considerations:

N/A

Legal Review:

The City Attorney prepared the draft ordinance.

Board/Citizen Input:

Planning and Zoning Commission consideration: May 12, 2025

- Recommended approval by a vote of 4-0

City Council consideration: May 27, 2025

Attachments:

Ordinance 1527-25
2025 Richland Hills Comprehensive Plan

Council Action Requested:

Motion to approve Ordinance 1527-25 adopting an amended Richland Hills Comprehensive Land Use Plan.

ORDINANCE NO. 1527-25

AN ORDINANCE OF THE CITY OF RICHLAND HILLS, TEXAS, ADOPTING AN AMENDED COMPREHENSIVE LAND USE PLAN FOR THE CITY; PROVIDING FOR A REPEALER CLAUSE; PROVIDING THAT THIS ORDINANCE SHALL BE CUMULATIVE; PROVIDING A SEVERABILITY CLAUSE; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City of Richland Hills, Texas (the "City"), is a home rule municipality acting under its charter adopted by the electorate pursuant to Article XI, Section 5 of the Texas Constitution and Chapter 9 of the Local Government Code; and

WHEREAS, Chapter 213 of the Local Government Code provides for municipalities to adopt comprehensive plans for the long-range development of the municipality; and

WHEREAS, the City Council previously adopted the Richland Hills Comprehensive Land Use Plan in 2014; and

WHEREAS, the City's population and other demographic characteristics have changed to necessitate review, discussion, and formulation of an amended comprehensive plan to determine whether changes regarding land use, transportation, parks and open spaces, public utilities, and city facilities are necessary to facilitate the sound development of the City; and

WHEREAS, on April 28, 2025, and May 12, 2025, the Planning and Zoning Commission and City Council held workshops and meetings open to the public and where members of the public were given an opportunity to provide testimony concerning the Comprehensive Plan; and

WHEREAS, the Planning and Zoning Commission recommended approval of the comprehensive plan on May 12, 2025; and

WHEREAS, on May 27, 2025, a public hearing was conducted by the City Council at which members of the public were given the opportunity to give testimony and present written evidence regarding the Comprehensive Plan; and

WHEREAS, the City Council has determined that the adoption of the amended Comprehensive Plan, as described herein, is in the best interest of and will promote public health, safety, and the welfare of the citizens of the City, and the general public.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF RICHLAND HILLS, TEXAS, THAT:

SECTION 1.

The findings above are found to be true and correct, and are incorporated herein.

SECTION 2.

Ordinance No. 1272-14, being the previously adopted Comprehensive Plan (2014), is hereby repealed and replaced with a new document, attached hereto as **Exhibit A** and titled "City of Richland Hills Comprehensive Plan," and shall supersede and amend all previously adopted comprehensive plans. The Comprehensive Plan adopted hereby reflects the goals, objectives, and strategies of the City Council for the long-range development of the City.

SECTION 3.

As set forth in more detail in the Comprehensive Plan, the Comprehensive Plan shall serve as a guideline for the City's adoption of, or amendment(s) to, the City's various development regulations. The Comprehensive Plan shall not constitute zoning regulations or establish zoning district boundaries.

SECTION 4.

ORDINANCE CUMULATIVE

This Ordinance shall be cumulative of all provisions of ordinances and of the Code of Ordinances of the City of Richland Hills, Texas, as amended, except where the provisions of this Ordinance are in direct conflict with the provisions of such ordinances and such Code, in which event the conflicting provisions of such ordinances and such Code are hereby repealed.

SECTION 5.

PROVISIONS SEVERABLE

It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this Ordinance are severable and if any phrase, clause, sentence, paragraph, or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs, and sections of this Ordinance since the same would have been enacted by the City Council without the incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph, or section.

SECTION 6.

EFFECTIVE DATE

This Ordinance shall be in full force and effect from and after its passage, and it is so ordained.

PASSED AND APPROVED at a regular meeting of the Richland Hills City Council on May 27, 2025, by a vote of _____ ayes, _____ nays, and _____ abstentions.

APPROVED:

THE HONORABLE MAYOR CURTIS BERGTHOLD

ATTEST:

LINDSAY RAWLINSON, CITY SECRETARY

RICHLAND HILLS

COMPREHENSIVE PLAN



ACKNOWLEDGMENTS

CITY STAFF

CANDICE EDMONDSON, CITY MANAGER
JP DUCAY, DIRECTOR OF PLANNING & DEVELOPMENT SERVICES

CITY COUNCIL

CURTIS BERGTHOLD, MAYOR
DOUGLAS KNOWLTON, PLACE 1 - MAYOR PRO TEM
TRAVIS MALONE, PLACE 2
THERESA BLEDSOE, PLACE 3
JOHN SKIER, PLACE 4
G.W. ESTEP, PLACE 5
ROLAND GOVEAS, PLACE 6
EDWARD LOPEZ, FORMER MAYOR
JAVIER ALVAREZ, FORMER COUNCILMEMBER

PLANNING AND ZONING COMMISSION

MICHAEL WILSON, CHAIR
KENNETH KEATING
JACKSON DURHAM
MARY WITT
KELLE JONES
KEITH ALBEE
RAY STILWELL



ADVISORY COMMITTEE MEMBERS

MICHAEL WILSON, CHAIR

ALLISON BARGER

CURTIS BERGTHOLD

DOUGLAS KNOWLTON

EDWARD LOPEZ

G.W. ESTEP

JENNY CLARK

JOHN GARZA

KELLE JONES

MARY WITT

ROLAND GOVEAS

CONSULTANT TEAM

HALFF

NATHLIE VARLEY, AICP, CFM

BRAD JOHNSON

SHELBY SWEET

JULIAN SALAS-PORRAS

KYLE HOHMANN

MEGAN RZIHA

CATALYST COMMERCIAL

JASON CLAUNCH

CHRIS BRANHAM



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CHAPTER 1

INTRODUCTION & RICHLAND HILLS TODAY



INTRODUCTION

WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan is a long-range planning document that helps guide future decision making for a community. It serves as a blueprint to guide future development and redevelopment, derived from the stated desires of the community. Comprehensive plans document community needs and determine actions that should be pursued to realize the defined direction. Once adopted, decision-makers can use the comprehensive plan as a guide for community development, investment, and operations.

A comprehensive plan does not replace development codes, budgets, capital improvement programs, or any other regulatory documents; rather, it is a guide to help lead the direction of those implementation tools.

The development of a comprehensive plan is permitted in Chapter 213 of the Texas Local Government Code for the “purpose of promoting sound development of municipalities and promoting public health, safety, and welfare.” Communities across Texas develop comprehensive plans to prepare for their future growth and development.

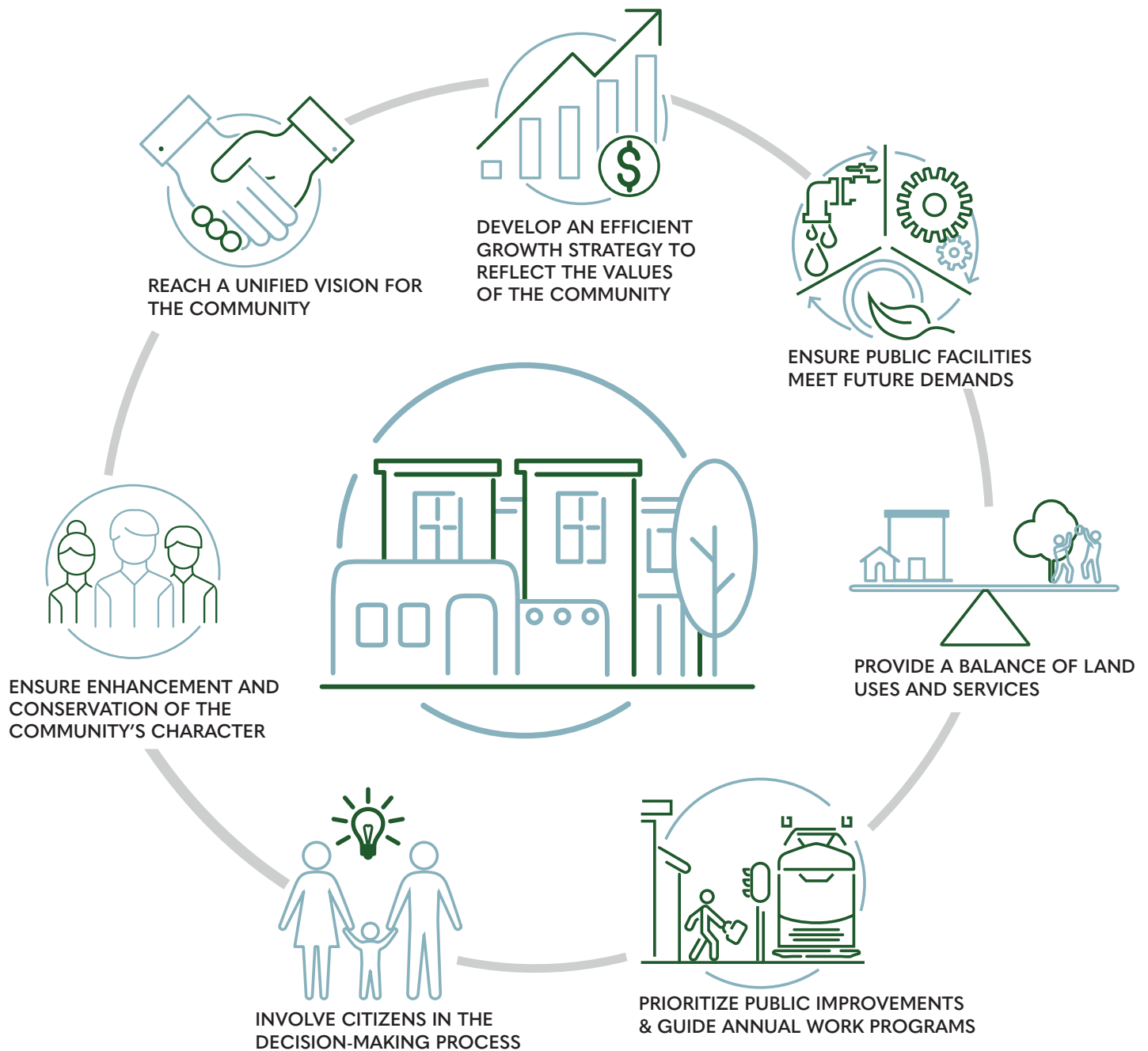
THE RICHLAND HILLS COMPREHENSIVE PLAN

This Plan serves as a strategic guide for elected leaders and municipal staff, informing daily decisions on City services and land development to ensure a healthy future for Richland Hills. Richland Hills is entering a new era of growth and opportunity and this Plan was intentionally created to capitalize on that opportunity. As an established, built out community, Richland Hills is expected to experience incremental change over time, with a strong focus on revitalization.

As such, this Plan is structured differently and provides more detailed guidance than a typical comprehensive plan. **Chapter 3, Citywide Framework** and **Chapter 4, Future Development** give detailed guidance on considerations for the future development and redevelopment of Richland Hills. This detailed guidance will be applied to code changes, policy updates, rezoning decisions, and other such City functions. When new development proposals are submitted, staff and stakeholders will use this Plan’s framework to evaluate whether they align with the community-driven vision. Similarly, major investment decisions, such as street improvements or utility upgrades, will be assessed for consistency with the Plan’s goals.

While the Action Plan in **Chapter 5, Implementation Program** has a 10-year time frame, the overall vision described in this Plan would likely be closer to a 20-year outlook. While providing long-term direction, this document is intentionally flexible and can be amended as needed to adapt to evolving community needs.

WHY ARE COMPREHENSIVE PLANS IMPORTANT?



COMMUNITY ACCOMPLISHMENTS

Since the adoption of the 2014 Comprehensive Plan in May of 2014, there have been many accomplishments worth celebrating. The 2014 Plan should not be considered “complete”—plans are never really completed—yet significant progress has been made, and credit is due. Below are some important recent accomplishments:

- Construction of the Link Event & Recreation Center, City Plaza and Veteran’s Memorial
- Construction of a new 11,000 sq. ft. Fire Station
- Attracted a new grocery store (Walmart)
- Full renovation of the Police Department and Animal Services Center
- Completion of street, median, landscape and sidewalk improvements along Baker Boulevard funded through a TxDOT Green Ribbon Grant
- Adopted a citywide Parks Master Plan
- Constructed a 1.2-mile Hike & Bike Trail
- Approval of a conceptual corridor plan for the Glenview Drive Corridor



The LINK

WHY PLAN NOW?

Richland Hills is experiencing the growth pressures associated with being within a major metropolitan area. The City of Fort Worth is projected to experience tremendous growth over the next several decades with a 30 percent increase in population between 2024 and 2030. This influx of residents and growth in the region will significantly impact surrounding communities like Richland Hills.

With the ongoing growth and development in surrounding cities and the greater Dallas-Fort Worth region, Richland Hills is likely to face increased development pressures. Proactive planning enables the city to chart its path forward and strategically determine how and where growth should occur. After a decade, it is essential to build upon the successes of previous plans, integrate recently completed plans, and gather community input to address future needs and aspirations. By engaging with residents and stakeholders, Richland Hills can create a shared vision for the future, prioritizing projects and policies that reflect the community’s aspirations. This collaborative approach ensures that development enhances the quality of life for all residents and sustains the city’s appeal as a desirable place to live and work.

Residents wish to preserve their traditional, suburban lifestyle while also striving to meet contemporary standards of living. However, the city is approaching its capacity for development within its current corporate limits. Without careful oversight, growth-induced changes could result in undesirable consequences such as the loss of community identity, inappropriate development, and increased costs for infrastructure and public services. Planning ahead allows the city to proactively consider future growth and development rather than solely reacting to it. Good planning also encourages the private sector to invest in Richland Hills with confidence and produce quality results the community expects.

With constrained land for new development, guided redevelopment and revitalization is critical for Richland Hills’ future growth.

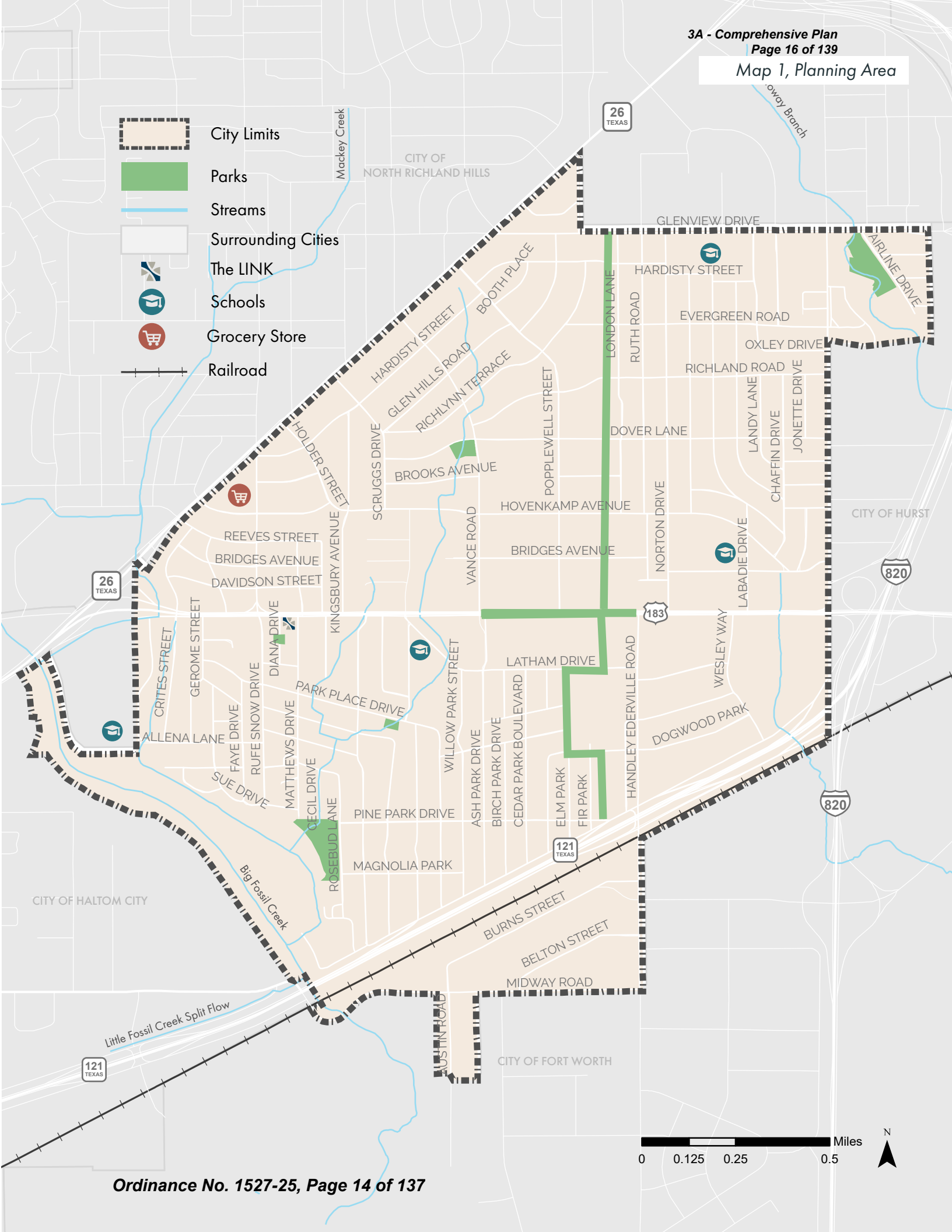
COMMUNITY OVERVIEW

Richland Hills is situated in the central portion of Tarrant County and is bordered by the cities of North Richland Hills, Haltom City, Hurst, and Fort Worth. Richland Hills is well-connected by several highways, including State Highway 121 (Airport Freeway) and Interstate 820, facilitating easy access to the broader Dallas-Fort Worth Metroplex and the Dallas Fort Worth (DFW) International Airport. Incorporated in 1950, Richland Hills originally consisted of farmland and began to develop rapidly in the mid-20th century as part of the suburban expansion of the Dallas-Fort Worth metropolitan area. The city's development was significantly influenced by its proximity to major highways and the growth of the larger region.

Richland Hills has experienced some significant changes and trends that have shaped the city's landscape and population dynamics since the completion of the previous comprehensive plan in 2014. Most notably, the median home price has doubled and the average commute to work has decreased since 2014.

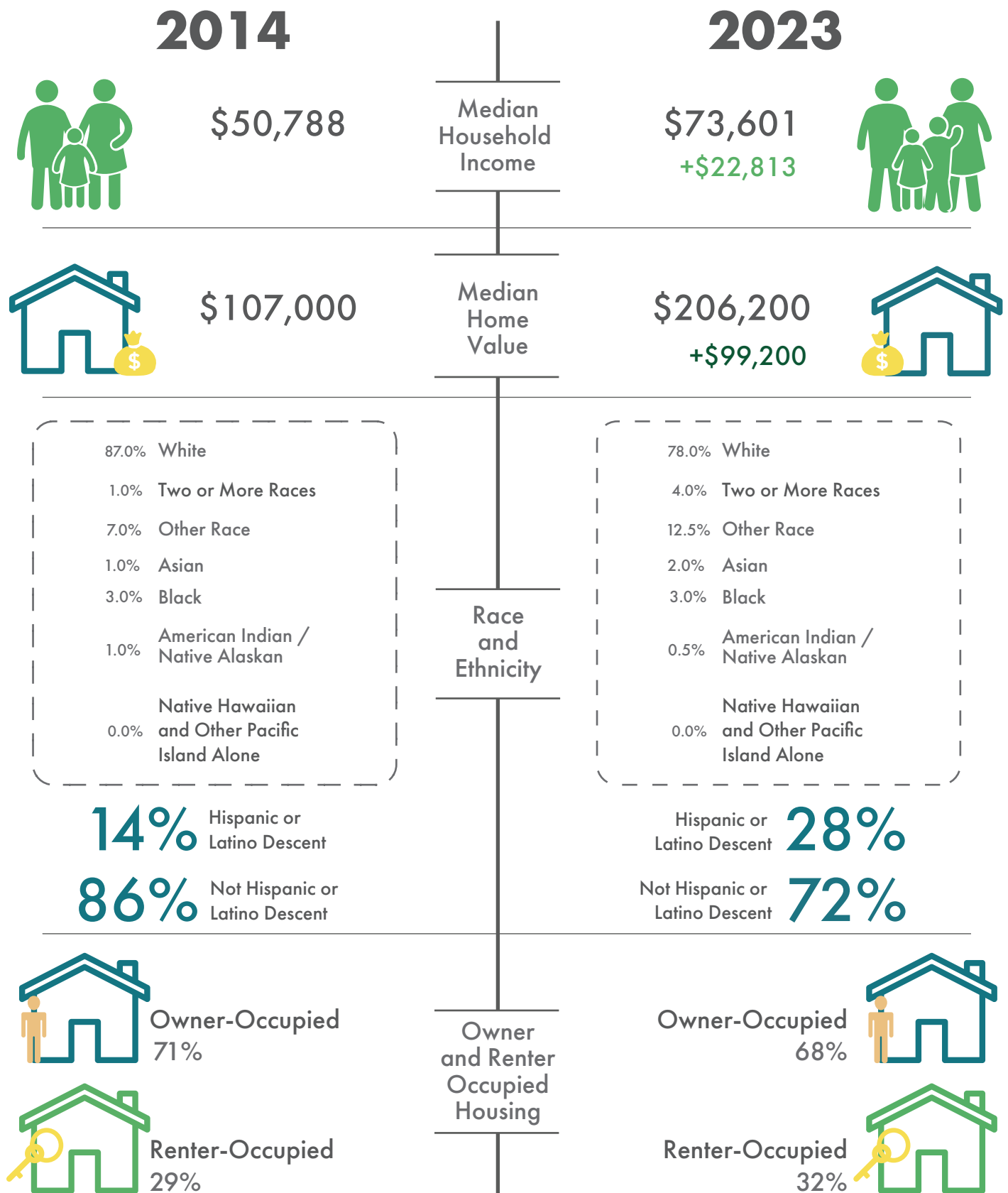
The city has not experienced significant population growth since the completion of the previous comprehensive plan in 2014. Being a predominantly built out community with almost entirely single-family detached homes has limited Richland Hills population growth potential. However, given the growth in the region and the city's proximity to downtown Fort Worth, Richland Hills could anticipate increasing interest in revitalization and should proactively determine how to grow.

By proactively planning for growth, Richland Hills can guide development in a controlled and predictable manner, preventing haphazard expansion and undesired development. This can help maintain the character of neighborhoods, support growth for the city and ensure balanced development across the city.



- City Limits
- Parks
- Streams
- Surrounding Cities
- The LINK
- Schools
- Grocery Store
- Railroad

DEMOGRAPHIC TRENDS



Sources: U.S. Census Bureau, 2014 American Community Survey 5-Year Estimate
U.S. Census Bureau, 2022 American Community Survey 5-Year Estimate

Population



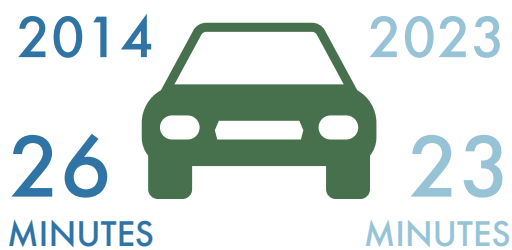
↑ 8% INCREASE
SINCE 2010

Unemployment Rate for persons 16 and older



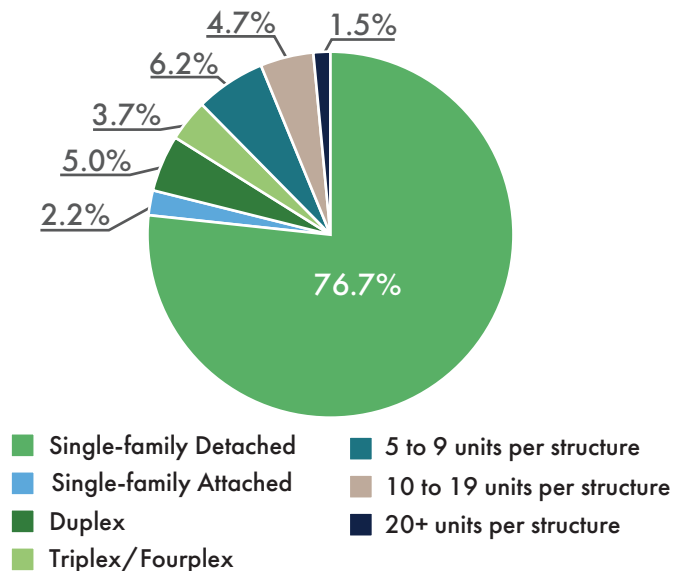
↓ 6.6% DECREASE
SINCE 2010

Average Commute Time



↓ 3 MINUTE DECREASE
SINCE 2014

2023 Housing Typologies



Sources: U.S. Census Bureau, 2022 American Community Survey 5-Year Estimate, U.S. Census Bureau, 2014 & 2022 5-Year American Community Survey, S0801: Commuting Characteristics by Sex, U.S. Census Bureau, 2014 & 2022 5-Year American Community Survey, DP04: Selected Housing Characteristics

ECONOMIC ANALYSIS

RESIDENTIAL MARKET

Richland Hills offers a compelling residential market for families and professionals seeking affordability, connectivity, and proximity to major employment centers within the Dallas-Fort Worth Metroplex. The city's relatively low median home value of \$206,000 and its 2024 Housing Affordability Index of 95 highlight its economic appeal compared to nearby cities. The Housing Affordability Index (HAI) measures the ability of a median-income household to afford a median priced home. This affordability, combined with its central location and access to quality schools and transit, makes Richland Hills an attractive option for cost-conscious buyers.

KEY DRIVERS FOR MOVING TO RICHLAND HILLS

- **Affordability:** Richland Hills has one of the most affordable housing markets in the region, providing opportunities for first-time homebuyers and middle-income families.
- **Location:** Situated adjacent to the City of Fort Worth, Richland Hills offers quick access to employment hubs, Dallas Fort Worth International Airport, and major highways.
- **Community Appeal:** The city's small-town charm and amenities like The Link recreation center cater to families and individuals seeking a close-knit community environment.

DEMAND AND AFFORDABILITY

The demand for housing in Richland Hills is derived from demographic trends, income distribution, rental affordability, and regional market conditions (see *Figure 1.1, Annual Housing Demand* on the next page). By analyzing these factors, the City can estimate the types and price points of housing that would best serve its residents and attract new residents.

Focusing on maintaining and improving the existing housing stock is the most feasible way to meet demand for homes under \$250K. As homes age, their value typically declines relative to newer properties with similar features, making them the de facto "affordable" housing option. Policies that encourage renovations, provide incentives for updates, or assist homeowners with maintenance can help ensure these homes remain livable, safe, and competitive in the market.

This strategy supports Richland Hills' economic goals by preserving affordability, sustaining property values, and addressing housing demand within feasible market conditions.

Richland Hills' rental housing demand is concentrated in mid-to-high price segments, with significant interest in units priced at \$1,500 and above. This reflects the preferences of professionals and families seeking quality amenities and proximity to employment hubs. Targeted investment in new multifamily developments and the modernization of existing rental units is essential to capture demand. High quality developments priced between \$1,500 and \$2,000+ can attract affluent renters and enhance the city's reputation as a desirable place to live. Renovating mid-tier units ensures continued market competitiveness while promoting resilience through an improved rental portfolio. Focusing on mid-to-high-tier rentals and alternative housing options allows Richland Hills to address its rental demand effectively while reinforcing its economic principles. This approach fosters a balanced, sustainable rental market that supports growth, increases livability, and attracts a diverse tenant base.

Figure 1.1, Annual Housing Demand

Owner-Occupied Housing Demand	
Single Family Detached Demand	34
Homes < \$200k	5
Homes \$200k - \$250k	10
Homes \$250k - \$350k	8
Homes \$350k - \$450k	7
Homes \$450k+	4
Alternative Owner-Occupied Product Demand	8
Total Owner-Occupied Demand	42

Renter-Occupied Housing Demand	
Multi-Family Demand	27
Rental Rate <\$1,000	8
Rental Rate \$1,000 - \$1,500	1
Rental Rate \$1,500 - \$2,000	8
Rental Rate \$2,000	10
Alternative Renter-Occupied Product Demand	8
Total Renter-Occupied Demand	35

Sources: Catalyst Commercial, U.S. Census Bureau, ESRI

EMPLOYMENT

Richland Hills is a highly connected community within the Dallas-Fort Worth Metroplex, offering strong access to regional employment centers while facing challenges related to local job creation. Richland Hills functions predominantly as a residential community, with a significant majority of its workforce employed outside the city. According to recent data, 98.1% of employed residents and approximately 3,406 people commute to jobs in neighboring cities (see *Figure 1.2, Worker Totals* below). This high level of outbound commuting illustrates a pronounced outflow of workers, with only a small fraction of jobs available within city limits.

Richland Hills is positioned as a strategic industrial hub within the Dallas-Fort Worth Metroplex, offering direct access to State Highway 121, Interstate 820, and the Trinity Railway Express. The city's industrial sector is anchored by two major business parks, the Richland Industrial Park and the Midway Business Park.

Figure 1.2, Worker Totals

Workers Totals and Flows	Share
Employed in Richland Hills but living elsewhere	98.2%
Employed and living in Richland Hills	1.8%
Living in Richland Hills but employed elsewhere	98.2%
Living and employed in Richland Hills	1.8%

Sources: Catalyst Commercial, U.S. Census Bureau

These parks cater to industries ranging from aerospace manufacturing to logistics and distribution, benefiting from proximity to regional transportation infrastructure and a skilled workforce.

INDUSTRIAL MARKET CONDITIONS

The industrial market in Richland Hills reflects a strong and stable base with opportunities for growth. Current conditions demonstrate healthy leasing activity and robust demand for well-located industrial spaces.

Richland Hills' industrial spaces are currently comprised of:

- 53 Industrial Buildings
- 1,941,505 SF
- 254,813 SF available
- 13.1% Vacancy

Looking ahead, Richland Hills has the potential to capitalize on regional growth by leveraging its proximity to the Dallas-Fort Worth Metroplex's transportation network, modernizing existing facilities to meet the needs of evolving industries, and attracting new tenants seeking competitively priced, well-connected industrial spaces.

TARGET INDUSTRIES

Understanding the local economy is essential for identifying industries that drive growth, create jobs, and stabilize revenues. By analyzing employment, wages, and projected growth across industries, Richland Hills can strategically target sectors that align with its strengths and regional opportunities. A key metric in this analysis is the Location Quotient (LQ), provided by the Bureau of Labor Statistics, which measures the concentration of an industry in a specific area compared to a larger region, such as Tarrant County. An LQ above 1.0 indicates a higher concentration of that industry locally, signifying a competitive advantage or specialization. Industries with high LQs often serve as economic anchors, attracting complementary businesses and investments.

For Richland Hills, leveraging industries with high LQs and strong projected growth rates will enhance the local economy by diversifying the tax base, creating high-quality jobs, and attracting further investment. The following section outlines key industries to target based on their current performance, future potential, and alignment with the city's broader economic goals.

CONSTRUCTION (NAICS 23)

- With a high Location Quotient (LQ) of 2.65 and projected 5% growth over five years, it remains a cornerstone of the local economy. With average annual wages of \$77,459, construction supports job creation, strengthens supply chains, and generates property tax revenues through new developments.

PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES (NAICS 54)

- Offers high-value opportunities, with competitive wages of \$101,388 and an LQ of 1.76. This industry's projected 8% growth positions it as a driver of office space demand and household income increases, attracting high-value firms and boosting local spending.

REAL ESTATE AND RENTAL/LEASING (NAICS 53)

- With an LQ of 2.37 and stable wages of \$72,138, it aligns with Richland Hills' focus on property development. Projected to grow by 6%, this industry can stabilize housing and retail markets, attract institutional investors, and maintain a competitive local property base.

INFORMATION (NAICS 51)

- With an LQ of 2.46 and wages averaging \$90,540, this sector reflects a niche strength in technology and media. Its 6% growth projection highlights the potential for high-value job creation and enhanced demand for office space, further cementing the city's role as a competitive regional hub.

ADMINISTRATIVE AND SUPPORT SERVICES (NAICS 56)

- Employing 712 workers and boasting an LQ of 2.15, provide scalable wages averaging \$52,306. This industry's projected 6% growth supports workforce stability and complements professional and retail sectors.

HEALTH CARE AND SOCIAL ASSISTANCE (NAICS 62)

- With a projected 9% growth rate, addresses regional demand and creates recession resistant jobs, despite a low LQ of 0.37. With average wages of \$69,168, this sector attracts ancillary businesses and meets community needs.

By targeting these industries, Richland Hills can diversify its tax base, increase household incomes, and attract investment. High-value sectors like professional services and information technology complement stable industries such as construction and administrative services, ensuring economic resilience and growth. This balanced approach positions Richland Hills as a competitive and vibrant city within the Dallas-Fort Worth Metroplex.

RETAIL

Richland Hills’ retail market demonstrates stability with steady sales growth and low vacancy rates. The city’s strategic location within the Dallas-Fort Worth Metroplex and improving economic conditions have contributed to a healthy retail sector. The retail inventory in Richland Hills includes 83 buildings totaling 591,458 square feet, with a low vacancy rate of 5.4%, reflecting strong tenant retention and consistent demand. Retail performance has seen significant growth, with sales per square foot (PSF) rising from \$139 in 2019 to \$216 in 2023, and total retail sales increasing by over 50% in the same period. These trends underscore the market’s resilience and potential for further expansion through targeted retail development and revitalization efforts.

MARKET ACTIVITY

Retail sales have shown a recovery post-pandemic, with total sales growing from \$103.3 million in 2021 to \$127.9 million in 2023, marking a 24% increase over two years. Retail sales per square foot (PSF) have also steadily risen, reaching \$216 PSF in 2023, reflecting higher consumer spending and stronger market dynamics (see *Figure 1.3, Market Activity* below).

Retail leakage occurs when local people spend a larger amount of money on goods than local businesses report in sales, usually due to people traveling to a neighboring town to buy goods. Retail leakage to neighboring areas highlights a significant opportunity for Richland Hills to enhance its retail sector. The city’s lower sales per square foot (PSF), influenced by its older, value-oriented retail stock, indicates unmet local demand for higher-quality and specialty retail options.

This presents a clear potential to attract new retailers and revitalize existing spaces to better serve the community. By upgrading retail corridors and introducing diverse shopping, dining, and entertainment options, Richland Hills can capture a larger share of regional spending, reduce economic leakage, and strengthen its position within the Dallas-Fort Worth retail market. These efforts would not only boost sales PSF but also support broader economic goals by increasing foot traffic and fostering a vibrant commercial environment.

MARKET DEMAND

Projections indicate Richland Hills will experience a retail demand of 12,056 square feet annually and 60,282 square feet over five years. Meeting this demand presents a strategic opportunity to reduce retail leakage and capture a greater share of regional spending. By developing and revitalizing retail spaces, the city can attract higher-end and specialty retailers that cater to unmet consumer needs, which are currently driving residents to shop in neighboring areas. Introducing these high-quality options not only enhances local convenience but also positions Richland Hills as a more competitive regional shopping destination. This approach ensures that incremental retail demand supports sustainable growth, boosts sales per square foot, and reinforces the city’s economic vibrancy.

Figure 1.3, Market Activity

	Richland Hills	North Richland Hills	Hurst	Haltom City
2023 Retail Sales	\$127,892,010	\$1,758,432,000	\$1,674,995,750	\$566,807,755
Retail Sales PSF	\$216	\$272	\$265	\$242

Source: Catalyst Commercial, U.S. Census Bureau, Esri

COMMERCIAL / MIXED-USE CONTEXT AREAS

This analysis informed the formation of place-types and subareas which are explored in **Chapter 4, Future Development**.

Defining context areas within Richland Hills is a strategic approach to community planning that helps in recognizing the unique qualities and character of each context area. It provides a framework for leveraging strengths, addressing challenges, and creating development regulations that can help to transform or reinforce the character of each area. This not only helps in maintaining a balanced urban environment but also helps to ensure that Richland Hills remains a vibrant, diverse, and desirable place to live and work.

It is important to note the intention of defining the character of these areas is not to freeze them in time or make it so that nothing changes. Change is not only inevitable but essential for cities to grow, thrive, and continue to be prosperous. Defining the context areas of Richland Hills will help the City determine how they would like to see Richland Hills reshape organically over time and ensure the unique identity remains strong.

There are six commercial and/or mixed-use context areas within the city. Each of the context areas provides a unique opportunity to enhance their potential for economic development and redevelopment. The six commercial and/or mixed-use context areas include: Baker Boulevard, Glenview Drive, Boulevard 26, the Midway Industrial Park, Handley Ederville Road, and the Business Park.

Baker Boulevard serves as the primary east/west thoroughfare for the city. Boulevard 26 and Glenview Drive lie on the perimeter of the city and have opportunities for revitalization with upcoming projects close by, such as City Point in North Richland Hills. The Midway Industrial Park, Handley Ederville Road, and Business Park areas are in the southern area of the city and contain primarily industrial land uses and currently generate a majority of the city's tax revenue. Handley Ederville Road also has some unique opportunities for placemaking, by building off City Market, potential regional connection for the Hike and Bike Trail, and the only Entertainment District zoning.

Businesses on Boulevard 26



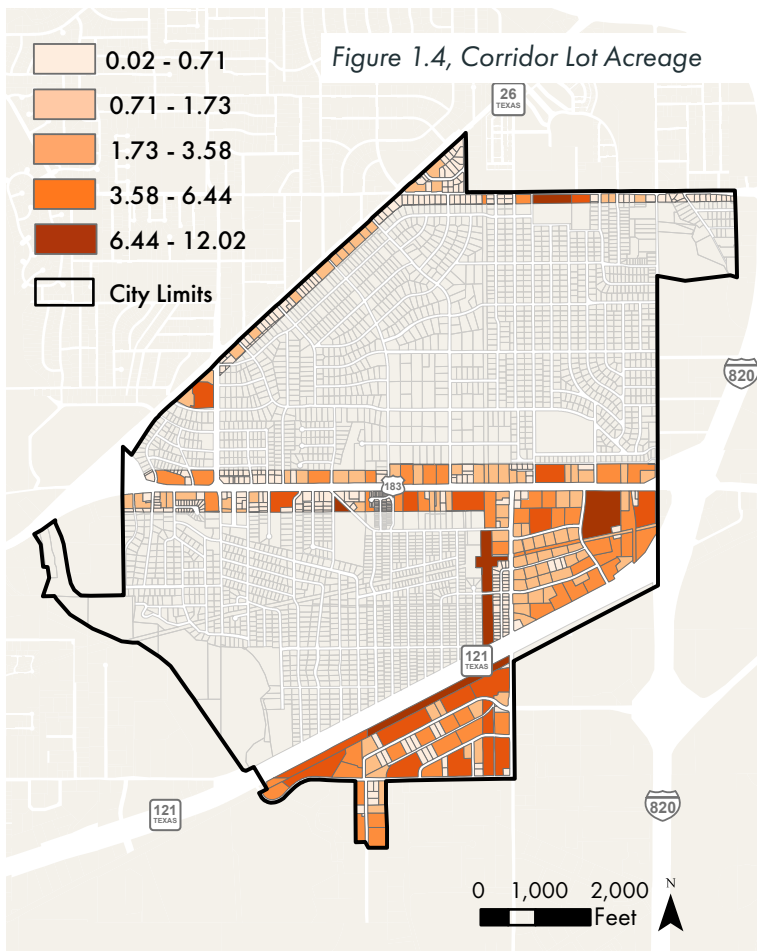


Figure 1.4, Corridor Lot Acreage showcases acreages for lots within each of the commercial and/or mixed-use corridors. A majority of the acreages range from between .02 acres to 3.58 acres, with most being under 3.8 acres. The Glenview, Handley Ederville, and Boulevard 26 Corridors tend to have smaller lot acreage while Baker Blvd, Business Park, and Midway Industrial Park have larger to mid-sized lot acreages due to the heavy commercial and industrial nature of the current development.

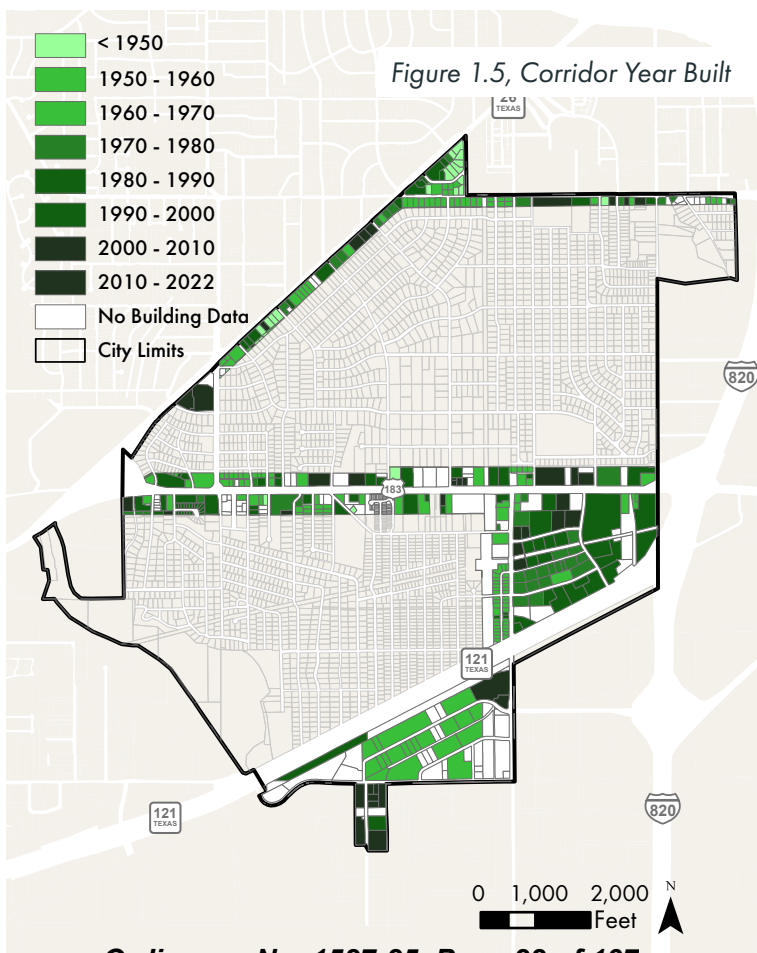


Figure 1.5 Corridor Year Built represents the years built for buildings located within the commercial and/or mixed-use corridors. For the most part, buildings within the Business Park corridor were mainly built between 1950 to 1970, while buildings in the Midway Industrial Park seem to be on the newer side ranging from 1980 to 2022. Baker Blvd, Glenview Dr, and Boulevard 26 all have large variations in their years-built ranging from before 1950, all the way to 2022 in each of the areas.

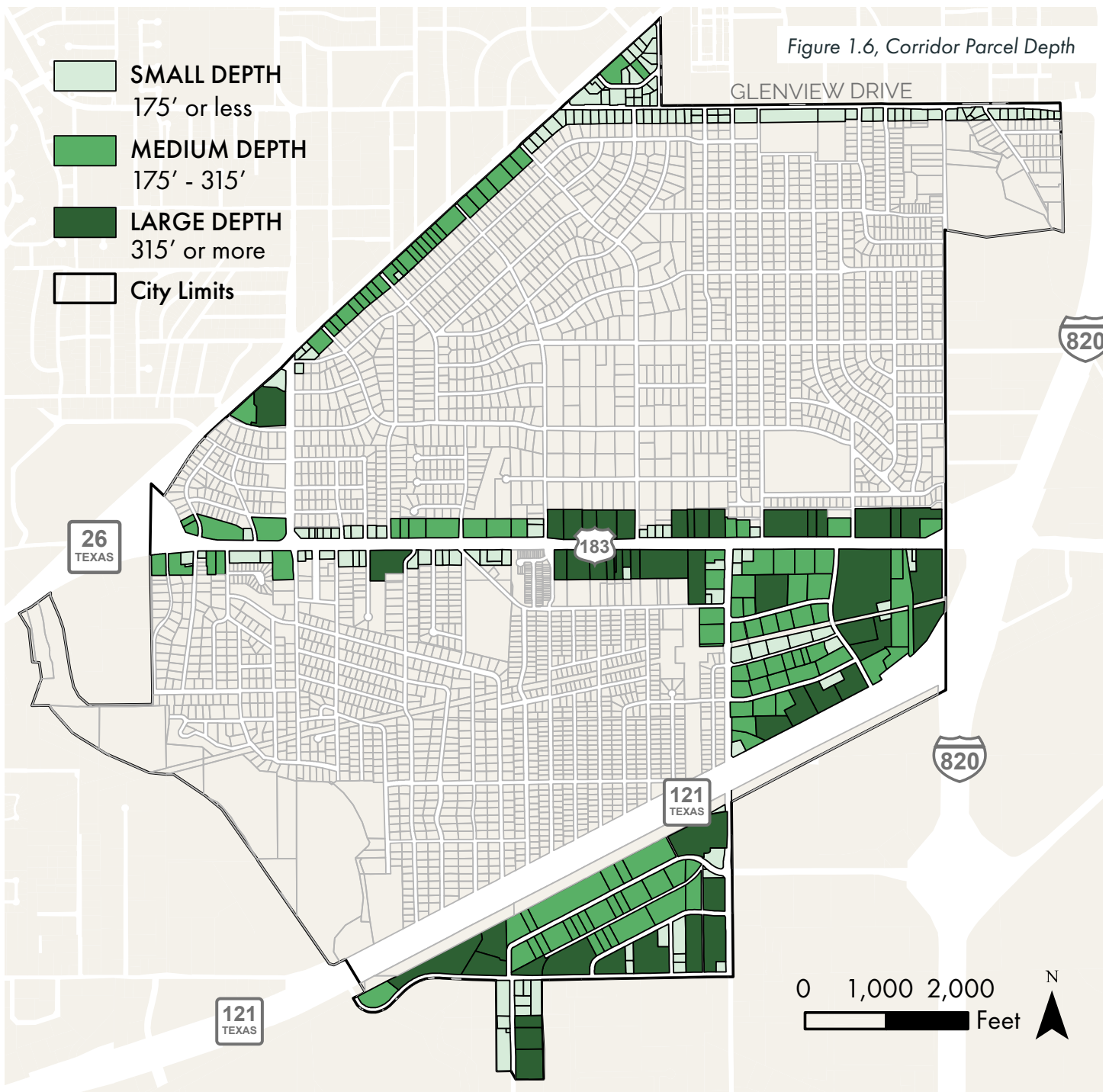


Figure 1.6, Corridor Parcel Depth represents the depth of each parcel within the commercial and/or mixed-use corridors. Parcel depth is defined as the average distance from the front of the parcel to the rear of the parcel. The Glenview Corridor primarily has parcels with a depth of less than 175', while Boulevard 26 parcels are slightly deeper. Baker Blvd, Handley Ederville Rd, Midway Industrial Park, and Business Park are more varied

in their parcel depth with Business Park and Midway Industrial Park having the largest of the parcel depths, mainly ranging around the medium to large depth categories. Baker Boulevard has more variation, with some larger parcels on the east end of the corridor. But with the new residential and other smaller properties, there is a wide range of parcel depths throughout this corridor.

COMMERCIAL/ MIXED-USE CONTEXT DEFINITIONS

On each of the following corridor pages, there is a set of variables compiled to help determine the design characteristics of the area. Below are the definitions of each variable reviewed.

TRAFFIC VOLUME:

Traffic volume represents the annual average daily traffic count (AADT). This information was obtained from 2022 TxDOT Statewide Traffic Counts.

SIGNALS:

Signals indicate the presence or lack of signalized intersections, typically with automatic lights that control traffic flow and crosswalks.

SURFACE PARKING:

Surface parking relates to the number of parking located on a flat lot.

VEHICLE ACCESS:

Vehicle access points are the driveways or intersecting roadways that help provide vehicular access into a property.

LOT DEPTH:

Lot depth conveys the horizontal distance from the front of the property line to the rear property line.

BUILDING ORIENTATION:

Building orientation shows the building placement on the site and positioning of features such as windows and roof lines.

SCALE/WIDTH:

Scale/width relates to the horizontal distance from side to side of parcel lines.

PEDESTRIAN INFRASTRUCTURE:

Pedestrian infrastructure details the ease of access to sidewalks and bike lanes to create a safer walk or bike ride for pedestrians.

FRONTAGE TYPES:

Frontage types are defined as the space and elements in a building's facade, the street, and surrounding buildings. Typically, how the buildings interact with the adjacent streets.

UTILITIES:

Utilities are the objects that supply the community with necessities, such as electric, water, gas, etc. Typically, the overhead utility lines in the right-of-way.

POINTS OF INTEREST:

Points of interest are the places within the context area that are considered useful or interesting for the broader community.

GLENVIEW DRIVE CORRIDOR

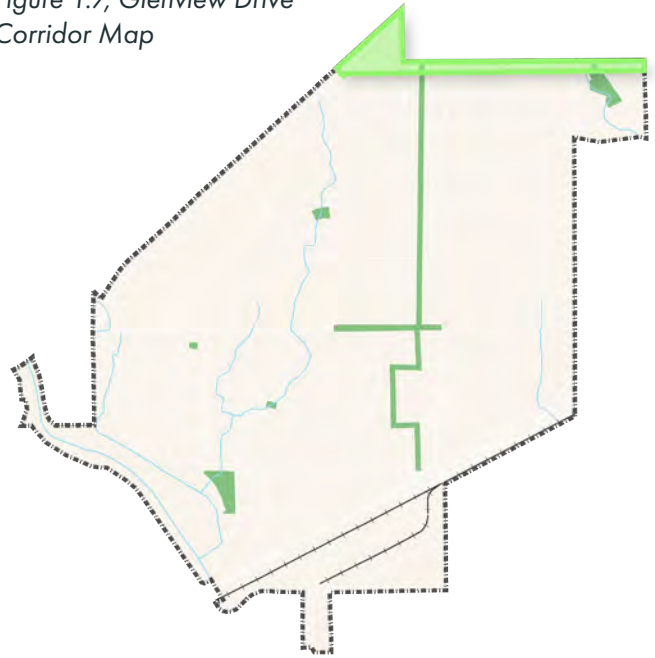
DESCRIPTION

This corridor follows Glenview Drive from Boulevard 26 to the Richland Hills city limits near Interstate 820 (see corresponding map). The north portion of Glenview Drive from US 820 to Willman Avenue is part of North Richland Hills and is not considered a part of this corridor for the purposes of this Plan. However, parcels along Vivian Lane between Willman Avenue and Boulevard 26 are part of the Glenview Corridor. Except for a few, most of the parcels in this corridor are small, typically under a half-acre. Land uses along this corridor are primarily small commercial shops (cat café, bridal store, restaurant, etc.) and professional offices (day spa, non-profit office, etc.) with some schools and churches occupying many of the larger lots. Several of the commercial buildings on the west side of the corridor are converted residential homes with front and back yards replaced by parking lots. Access to businesses can be characterized by individual driveways to businesses but there are sidewalks along most of the corridor. This corridor was recently studied in greater detail in the Glenview Drive Corridor Study.

PRIMARY EXISTING ZONING DISTRICT(S)

The primary zoning for this corridor is Professional Office District (P). This district works to maintain the existing character of smaller-scale buildings and generally office-type businesses. A blend of nonresidential uses should be incorporated but focus primarily on office and medical uses. This area should be oriented toward pedestrians over vehicles, when possible.

Figure 1.7, Glenview Drive Corridor Map



CHALLENGES

- The limited size and shallow depth of the lots in this corridor might limit the potential for commercial development to smaller, more boutique commercial because certain chains or larger retail stores require larger lots.
- Only one side of the corridor is controlled by Richland Hills.
- There are flooding issues near Calloway Branch Creek.
- Based on an increase in development, pedestrian traffic, and the current reliance on traditional surface parking lots, new parking arrangements will need to be carefully thought out.

OPPORTUNITIES

- Glenview Drive is much more appropriate for pedestrian infrastructure compared to other corridors due to the road width and posted speed limit.
- There are big changes coming to North Richland Hills side of Glenview Drive (City Point) which could spur new types of development, including vertical mixed-use.

SITE CHARACTERISTICS



Traffic Volume: 11,000 - 13,000 AADT

Vehicle Speed: 30 MPH

Signals: There are three signalized intersections though Ruth Drive does not have a painted crosswalk. There is approximately 2000' between each crossing.

Surface Parking: Approximately 26 surface parking lots on the Richland Hills side of the corridor.

Vehicle Access: Approximately 44 vehicle access points.

Lot Depth: 120' - 250' with a majority ranging between 170' to 200'

Building Orientation: Buildings primarily face Glenview Drive though some residential homes orient towards side streets.

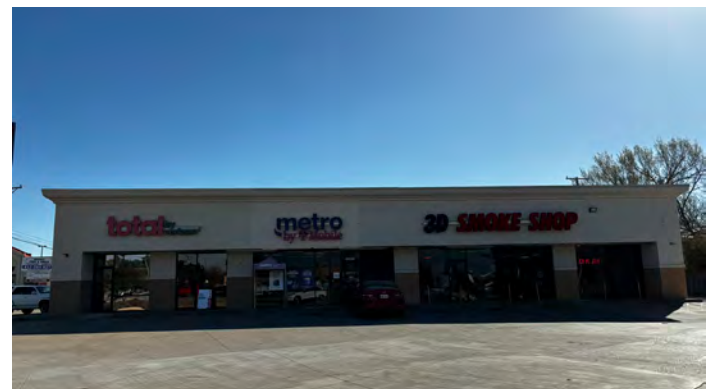
Scale/Width: 85' to 700' with a majority ranging between 100' - 125'

Pedestrian/Bike Friendliness: There is a fairly consistent sidewalk on the south side of the street.

Frontage Types: Mix of residential buildings converted into commercial, standard commercial buildings, and institutional buildings mostly with parking out front. Set backs are on average 45' with parking lots typically between the sidewalk and building facade.

Utilities: There are overhead utilities obstructing the sidewalk on the southern side of the road.

Points of Interest: Jack C Binion Elementary School, Creek Trail Park, and the Hike and Bike Trail.



Glenview Drive Corridor examples

BOULEVARD 26 CORRIDOR

DESCRIPTION

This corridor follows Boulevard 26 from Glenview Drive to Hovenkamp Avenue (see corresponding map). The north side of this corridor is a part of North Richland Hills, and is not considered a part of this corridor for the purposes of this Plan. Uses along this corridor are a combination of smaller commercial shops (bridal store, Pizza Inn, florist, handyman office, etc.) and larger commercial shops (Walmart, Wells Fargo Bank, auto shops, etc.). All buildings are set back with parking on street frontage, some buildings are conversions of residential homes while others were constructed for commercial purposes. There are only three undeveloped lots (.88 acres, 0.44 acres, and 0.44), two of which are adjacent and could be potentially combined.

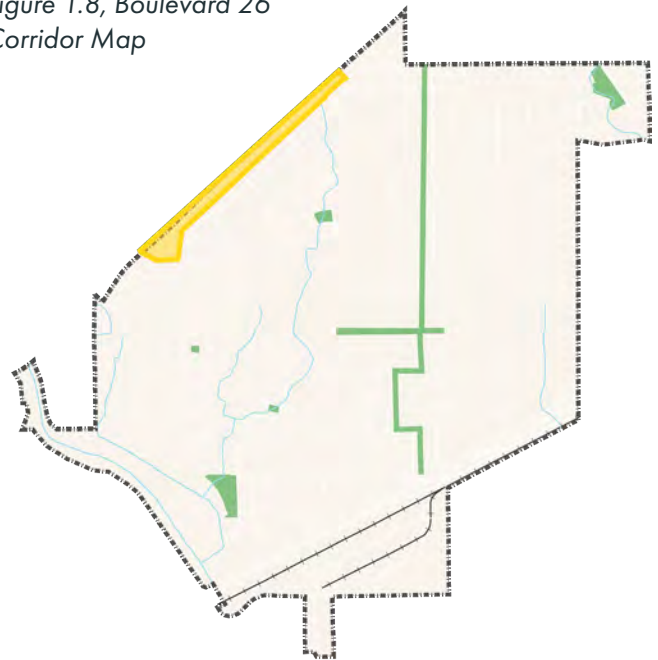
PRIMARY EXISTING ZONING DISTRICT(S)

The primary zoning for this corridor is Retail District (R). This district is intended to provide locations for various types of general retail trade, business and service uses to one or more neighborhoods. These areas should be safely accessible for pedestrians but may be oriented toward auto traffic. Many of these lots are small in area, and combining lots (i.e., replatting) within the district is desirable.

CHALLENGES

- The limited size and shallow depth of the lots in this corridor might limit the potential for commercial development to smaller, more boutique commercial because certain chains or major retail stores require larger lots.
- The corridor is not walkable because it lacks shade and pedestrian facilities except near Walmart.
- Boulevard 26 is a TxDOT controlled highway and therefore requires coordination to make any changes within the ROW.
- North Richland Hills side of highway has some uses which are less compatible with retail, for example manufacturing and warehousing.

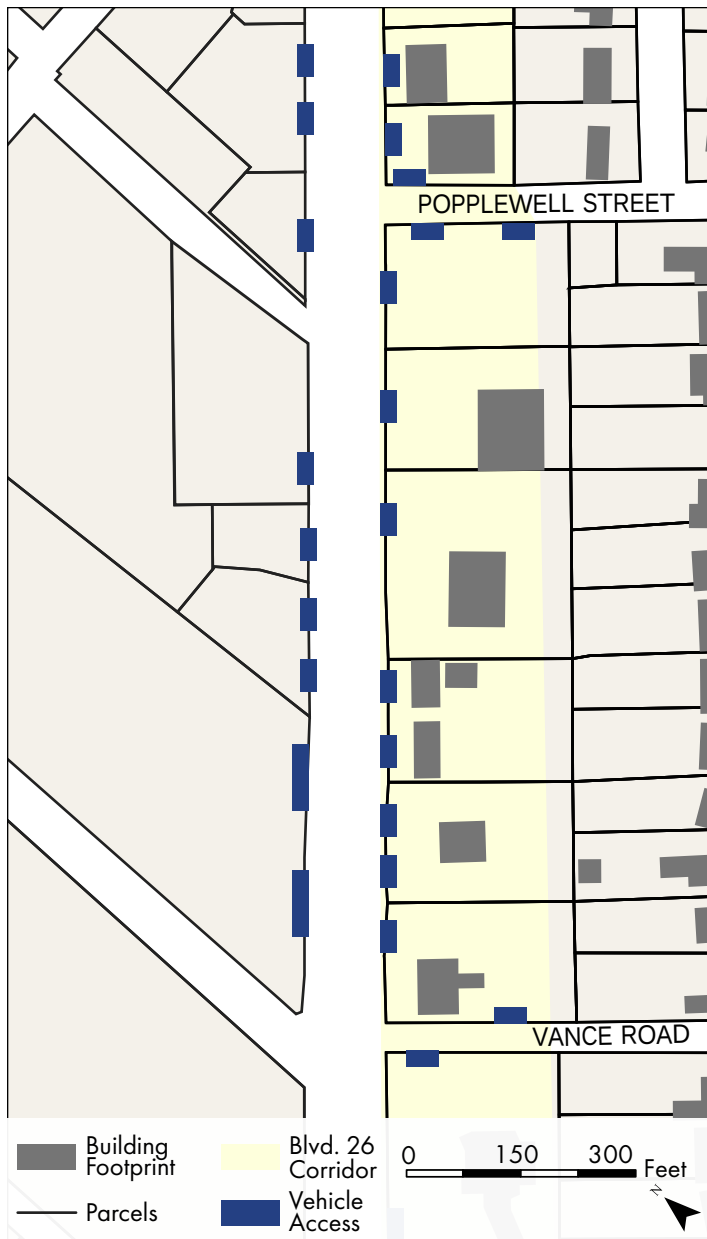
Figure 1.8, Boulevard 26
Corridor Map



OPPORTUNITIES

- As the Glenview Drive Corridor redevelops there will likely be a spillover effect which may mean the north portion of the Boulevard 26 corridor is more likely to change before south portion.
- This corridor has two solid anchors with Walmart and Glenview Drive.

SITE CHARACTERISTICS



Traffic Volume: 11,000 - 17,000 AADT

Vehicle Speed: 30 MPH

Signals: There are three signalized intersections, with approximately 1000' to 2000' feet between each crossing.

Surface Parking: Approximately 31 surface parking lots.

Lot Depth: 85' - 250' with a majority ranging between 200' - 220'

Building Orientation: Commercial buildings face Boulevard 26.

Scale/Width: 70' - 315' with the majority approximately 150'

Pedestrian/Bike Friendliness: There are small, disconnected segments of sidewalk on the south side of Boulevard 26.

Frontage Types: Buildings are a mixture of converted residential homes and buildings built for commercial occupancy. Buildings are typically set back 40' from the street with parking lots between the building facade and street. Walmart has the deepest set back of approximately 500'.

Vehicle Access: Approximately 46 vehicle access points.

Utilities: There are overhead utilities on both sides of the corridor.

Points of Interest: Walmart.



Boulevard 26 Corridor examples

BAKER BOULEVARD CORRIDOR

DESCRIPTION

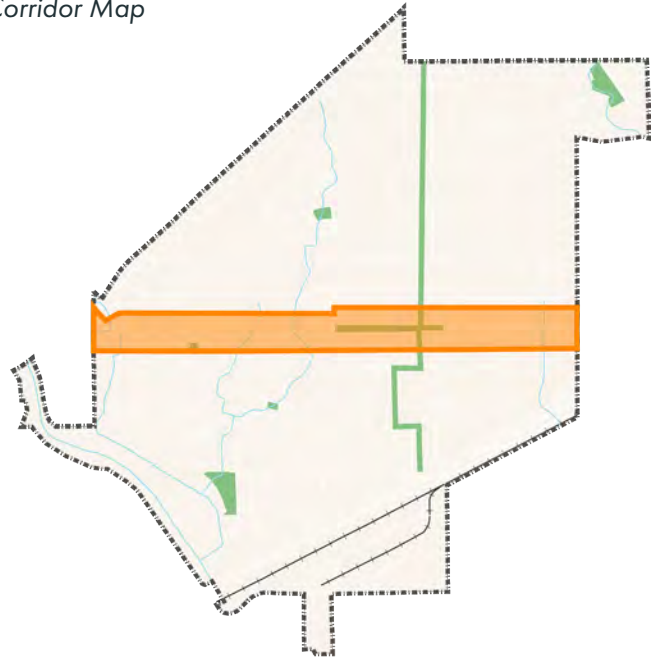
This corridor follows Baker Boulevard from Boulevard 26 to Interstate 820 (see corresponding map). This corridor bisects Richland Hills and creates a barrier for pedestrians and cyclists in north and south parts of the community. This corridor has a wide range of lot sizes. A new housing typology for Richland Hills is being constructed within the Baker Corridor. This typology most closely resembles zero-lot line homes. This type of development has proven to be very popular with a second and third development planned and/or under construction. Though this corridor serves as barrier for pedestrians and cyclists, it also functions as the primary face of Richland Hills since its city services are located on Baker Boulevard. Uses on this corridor are a combination of retail (restaurants, Dollar General, tire shop etc.), offices (engineering, dentist, etc.), service centers (automotive and appliance repair, equipment suppliers, etc.), several churches, and other uses. Most buildings on this corridor are large and there are a few warehouses or storage facilities.

PRIMARY EXISTING ZONING DISTRICT(S)

The LC Light Commercial District is intended to provide for a variety of office, retail, service, and commercial uses for the purpose of creating a quality mixture of land uses along the roadway. Although these may be heavier uses, the view from major roadways should be aesthetically pleasing. Outside storage should be limited and adequately screened from the roadway.

The MX Mixed Use District is intended to create unique, pedestrian-friendly areas with a blend of residential and nonresidential uses. These districts may include vertical mixed use (typically residential or office above a retail use) or horizontal mixed use (individual uses located adjacent to one another).

Figure 1.9, Baker Boulevard Corridor Map



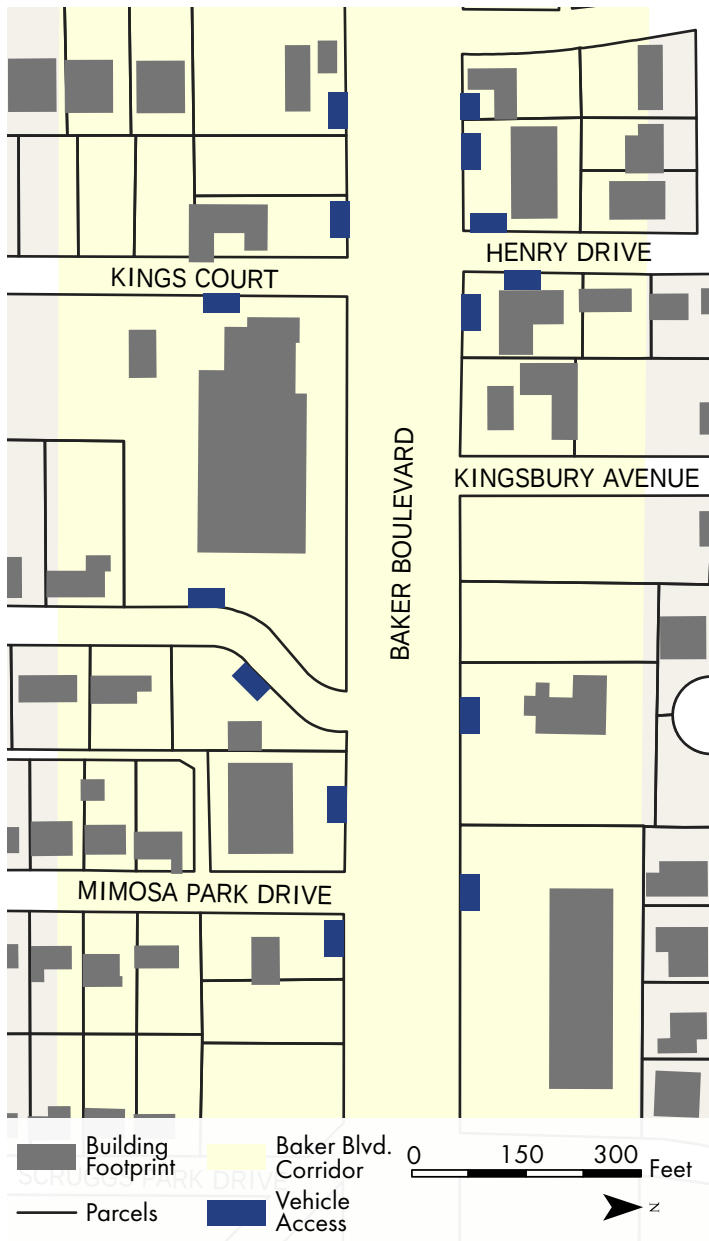
CHALLENGES

- Baker Boulevard is a TXDOT owned highway with high speeds, many lanes, and few crossing opportunities.
- Difficult for pedestrians to cross due to short crossing duration at signalized intersections.
- Challenges with existing utilitarian heavy commercial facades which are not visually compatible with retail development.

OPPORTUNITIES

- The larger lot sizes indicate the capacity for a higher intensity of development. There is potential for big box retail or potentially apartment complexes.
- New residential developments will bring more people to the area.

SITE CHARACTERISTICS



Traffic Volume: 6,500 - 9,000 AADT

Vehicle Speed: 40-45 MPH

Signals: There are six signalized intersections with most being approximately 1000' apart.

Surface Parking: Approximately 57 surface parking lots.

Lot Depth: 120' - 400' with a majority ranging between 230' - 275'

Building Orientation: Most commercial buildings are primarily oriented towards Baker Boulevard. Residential buildings tend to orient towards side streets and not Baker Boulevard.

Scale/Width: 30' - 510' with the majority between 250' - 350'

Pedestrian/Bike Friendliness: There are sidewalks on both sides of the street that connect to the trail and a bike lane exists for the middle portion of the corridor, though it begins and stops abruptly.

Frontage Types: Buildings and set backs range in size along this corridor. On average buildings are set back approximately 70'-80', with parking lots between building facades and the street.

Vehicle Access: Approximately 64 vehicle access points.

Utilities: There are overhead utilities on both sides of the street.

Points of Interest: City Plaza, and Richland Hills Animal Services.



Baker Boulevard Corridor examples

HANDLEY EDERVILLE ROAD CORRIDOR

DESCRIPTION

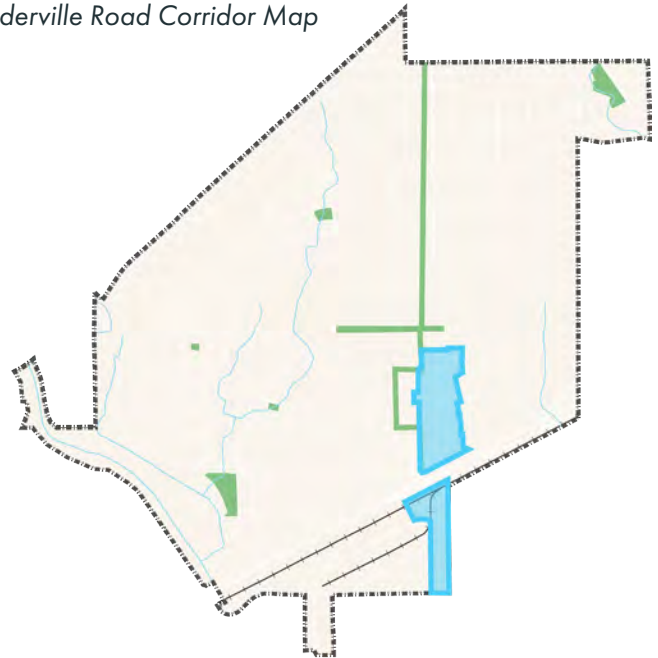
This corridor follows Handley Ederville Road from the south edge of the Baker Corridor, under State Highway 121, to the city limits near Midway Road (see corresponding map). South of State Highway 121, the east side of Handley Ederville Road is owned by Fort Worth and is not considered a part of this corridor for the purposes of this Plan. Uses in this corridor are a mix of residential (38 single family detached homes), commercial (music supply, tattoo shop, tire shop, etc.), and industrial (recycling plants, construction companies, etc.). Interestingly, this corridor contains several unique qualities which present an opportunity for placemaking. Within this corridor is the only Entertainment District zoning within the city, the City Market which houses the farmers market, the end of the existing Hike and Bike Trail and additional ONCOR Utility easements, a dance company, and the former Trinity Railway Express (TRE) Train Station.

PRIMARY EXISTING ZONING DISTRICT(S)

The SF-7 Single-Family Residential District is a single-family housing district in the city with the densest single-family homes at about four to five homes per acre. Development in this district is limited primarily to single-family dwellings and certain community and recreational facilities to serve residents of the district.

The HC Heavy Commercial District is intended to provide for more intensive uses, such as light manufacturing and assembly. These businesses may utilize outside storage, produce moderate amounts of noise, and should not be visible from the city's major roadways to preserve the community's image.

Figure 1.10, Handley Ederville Road Corridor Map



CHALLENGES

- Adjacency to heavy industrial and commercial land uses limits the types of development possible due to compatibility issues.
- Handley Ederville Road is not pedestrian-friendly.
- Hike and Bike trail needs to cross State Highway 121 and an active rail line to connect to the regional Trinity River Trails system.

OPPORTUNITIES

- The Hike and Bike Trail has potential to connect along the ONCOR utility easement to the regional Trinity River Trails.
- Adaptive reuse of industrial buildings which could be repurposed for breweries, bouldering studios, art galleries, or other similar uses.
- The abandoned train station has the potential to become a unique placemaking opportunity.
- Several larger, undeveloped lots which could be opportunities for infill development.

SITE CHARACTERISTICS



Traffic Volume: 6,000 - 15,000 AADT

Vehicle Speed: 40 MPH

Signals: There are three signalized intersections, crossings range between 400' - 700' in distance between each.

Surface Parking: Approximately 20 surface parking lots.

Lot Depth: 115' - 440' with a majority ranging between 225' - 300'

Building Orientation: Most buildings are oriented towards side streets, only the two gas stations face Handley Ederville Road.

Scale/Width: 60' - 70'

Pedestrian/Bike Friendliness: A 2' to 5' sidewalk exists along one side of most of the corridor. Though crossing under State Highway 121 is difficult for cyclists and/or pedestrians.

Frontage Types: Frontage primarily consists of parking in the front of buildings.

Vehicle Access: Approximately 20 vehicle access points.

Utilities: There are overhead utilities throughout the corridor.

Points of Interest: City Market, Former Train Station, and the Hike and Bike Trail.



Handley Ederville Road Corridor examples

BUSINESS PARK

DESCRIPTION

This area includes the land south of State Highway 121 to the city limits near Midway Road and between Big Fossil Creek and the Handley Ederville Corridor (see corresponding map). Land uses in this area are primarily heavy manufacturing, fleet service centers, storage, and other industrial type uses. This area functions as the core of Richland Hills industries and generates a majority of the city's tax revenue. This area can be characterized by large industrial buildings with ample parking and loading bays and virtually no pedestrian infrastructure or accommodations. There are several vacant parcels within this character area and an active rail line.

PRIMARY EXISTING ZONING DISTRICT(S)

The primary zoning for this corridor is Business Park (BP). This district is intended to maintain and support an environment for flexible, vibrant, and employment-generating businesses to enhance and protect the city's economic engine. This district should accommodate industrial, commercial, and retail uses that promote a positive image of the city from the State Highway 121 roadway.

CHALLENGES

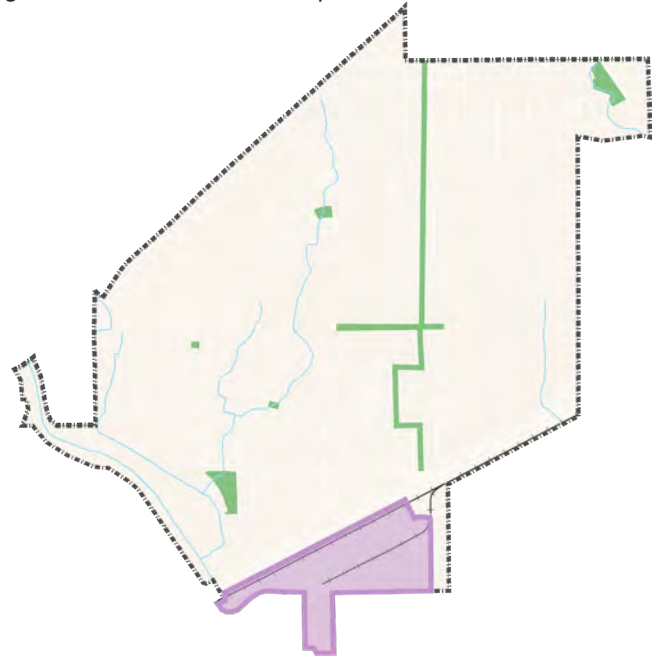
- Active, industrial uses present severely limit the types of developments possible due to compatibility issues.
- Area is not pedestrian-friendly.

OPPORTUNITIES

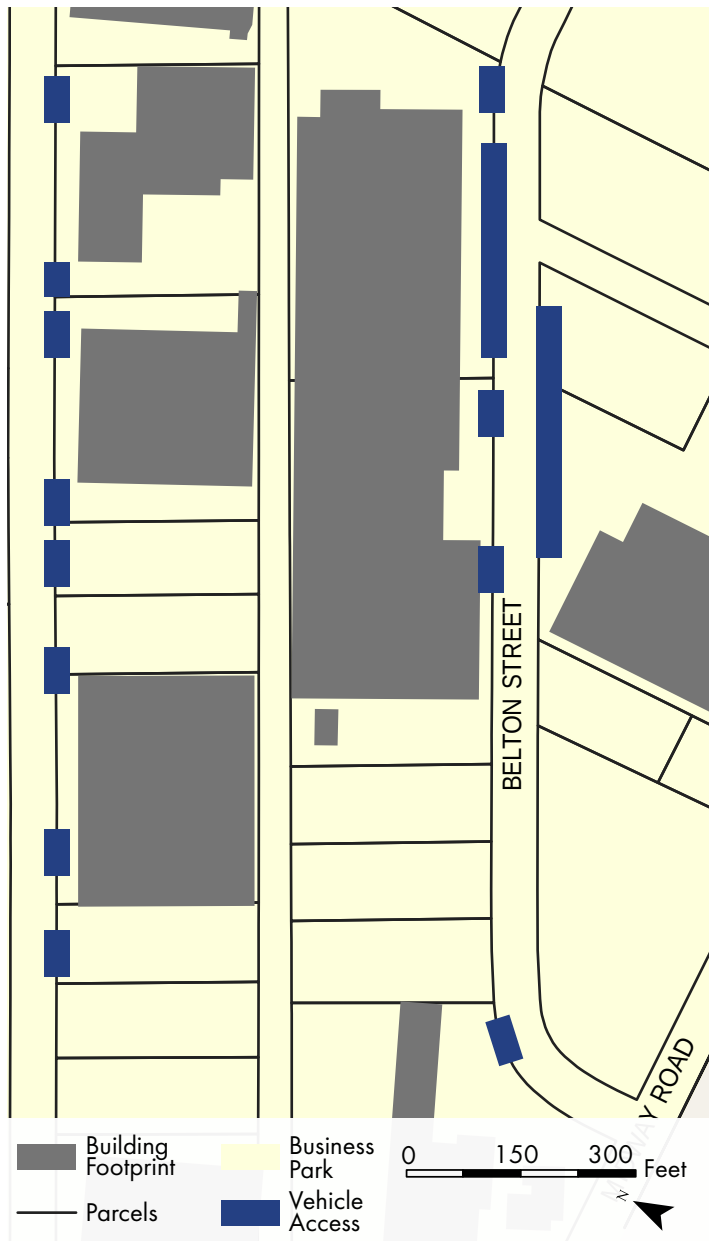
As an important piece of Richland Hills economy, the industrial businesses could be preserved.

- There is an opportunity to develop a trail along Big Fossil Creek connecting Rosebud Park to the Trinity River Trails and more importantly to the Richland Hills trail system.

Figure 1.11, Business Park Map



SITE CHARACTERISTICS



Traffic Volume: Not applicable.

Vehicle Speed: 20 MPH

Signals: There is one signalized intersection at Burns Street and Handley Ederville Road. There is a faded crosswalk at that intersection.

Surface Parking: Approximately 16 surface parking lots.

Lot Depth: 250' to 550' with a majority ranging between 275' - 325'

Building Orientation: The buildings primarily face towards side streets, while the entrances to the buildings vary based on parking lot or loading bay orientation.

Scale/Width: 100' - 450' with a majority ranging between 100' - 200'

Pedestrian/Bike Friendliness: There are no bike lanes or sidewalks within this area.

Frontage Types: As primarily industrial buildings, many have more of a utilitarian frontage or entrance.

Vehicle Access: Approximately 48 vehicle access points.

Utilities: There are overhead utilities on Burns Street.

Points of Interest: None.



Business Park examples

MIDWAY INDUSTRIAL PARK

DESCRIPTION

This area includes the land between the Baker Corridor and State Highway 121 and between the Handley Ederville Corridor and Interstate 820 (see corresponding map). Land uses in this area are primarily light manufacturing, warehousing/storage, supply stores, electricians, or other semi-industrial businesses. The area can be characterized as several, large industrial buildings with ample parking and loading bays. As State Highway 121 is reconfigured, there will likely be an increase of traffic along the frontage on State Highway 121. Retail development should be encouraged on the frontage of State Highway 121.

PRIMARY EXISTING ZONING DISTRICT(S)

The primary zoning for this corridor is Heavy Commercial (HC). This district is intended to provide for more intensive uses, such as light manufacturing and assembly. These businesses may utilize outside storage, produce moderate amounts of noise, and should not be visible from the city's major roadways to preserve the community's image.

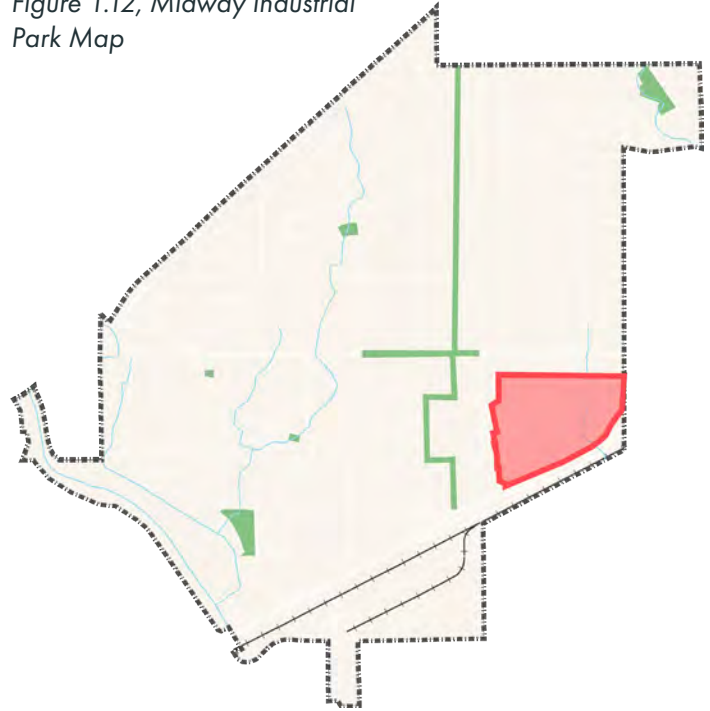
CHALLENGES

- Active, heavy commercial uses limit the types of development possible for this area due to compatibility issues.
- Area is not pedestrian-friendly.

OPPORTUNITIES

- As an important piece of Richland Hills economy, the heavy commercial businesses could be preserved while accommodating additional types of commercial businesses.
- Encourage retail development along State Highway 121 frontage to take advantage of the increase in traffic from the highway reconfiguration.

Figure 1.12, Midway Industrial Park Map



SITE CHARACTERISTICS



Traffic Volume: Not applicable.

Vehicle Speed: Not applicable.

Signals: There are no signalized intersections in this area. There are crosswalks at the intersection of Handley Ederville Road at Whitehall Street, Tower Street, and Dogwood Park Drive spaced approximately 400' - 700' apart.

Surface Parking: Approximately 46 surface parking lots.

Lot Depth: 150' -190'

Building Orientation: The buildings primarily face north and south, with the exception of the ones on Wesley Way. They face west, towards Wesley Way.

Scale/Width: 70' - 650' with a majority ranging between 125' - 200'

Pedestrian/Bike Friendliness: There are no bike lanes or sidewalks within this area.

Frontage Types: As primarily heavy commercial buildings, many have more of a utilitarian frontage or entrance.

Vehicle Access: Approximately 64 vehicle access points.

Utilities: There are overhead utilities on Wesley Way's southern side of the road.

Points of Interest: None.



Midway Industrial Park examples

RESIDENTIAL CONTEXT AREAS

As mentioned in the previous section, defining context areas within Richland Hills is a strategic approach to community development that helps in recognizing the unique qualities and character of each context area. It provides a framework for leveraging strengths, addressing challenges, and creating development regulations that can help to transform or reinforce the character of each area. This not only helps in maintaining a balanced urban environment but also helps to ensure that Richland Hills remains a vibrant, diverse, and desirable place to live and work.

There are three residential context areas within the city. Each of the context areas represents an opportunity to define the unique identity of each neighborhood and encourage placemaking. The three residential context areas are defined by general lot size and do not necessarily follow zoning districts.

NEIGHBORHOOD CONTEXT DEFINITIONS

On each of the following corridor pages, there is a set of criteria compiled to help determine the design characteristics of the area. Below are the definitions of each variable reviewed.

LOT DEPTH:

Lot depth conveys the horizontal distance from the front of the property line to the rear property line.

LOT WIDTH:

Lot width relates to the horizontal distance from side to side of parcel lines.

GARAGE PLACEMENT:

Garage placement highlights the presence or lack of garages and carports and indicates the orientation.

BUILDING ORIENTATION:

Building orientation shows the building placement on the site.

BUILDING MATERIALS/STYLE:

The building materials and style describe the general architecture styles of homes, and the materials used in the neighborhood.

FLOOR AREA RATIO (FAR):

The floor area ratio is the ratio of a building's total usable floor area to the total area of the lot.

POINTS OF INTEREST:

Points of interest are the places within the context area that are considered useful or interesting for the broader community.

ON STREET PARKING:

On street parking indicates the presence or lack thereof for parking along residential streets.

TREE COVERAGE:

Tree coverage represents the number of trees visible from the street.

HOME SIZE:

Home size quantifies the number of stories and square footage of homes.

STREET LIGHTING:

Street lighting conveys how well lit the neighborhoods appear to be.

PORCH/ENTRY:

Porch/entry details the styles and types of porches or entries into homes.

PEDESTRIAN INFRASTRUCTURE:

Pedestrian infrastructure details the ease of access to sidewalks and bike lanes to create a safer walk/bike ride for pedestrians.

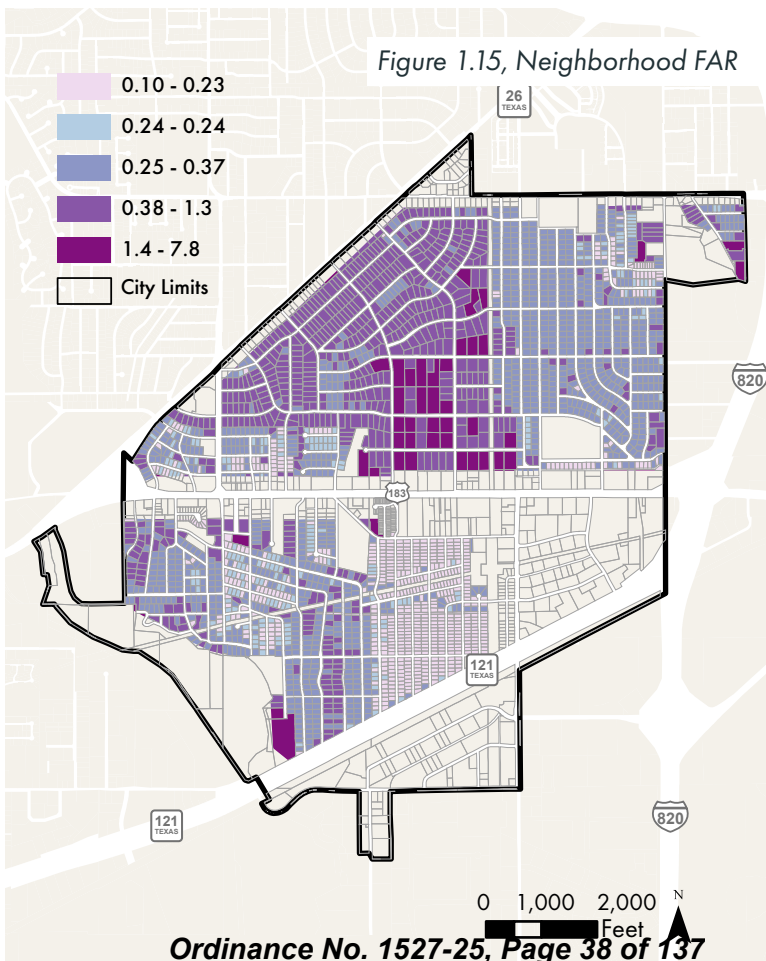
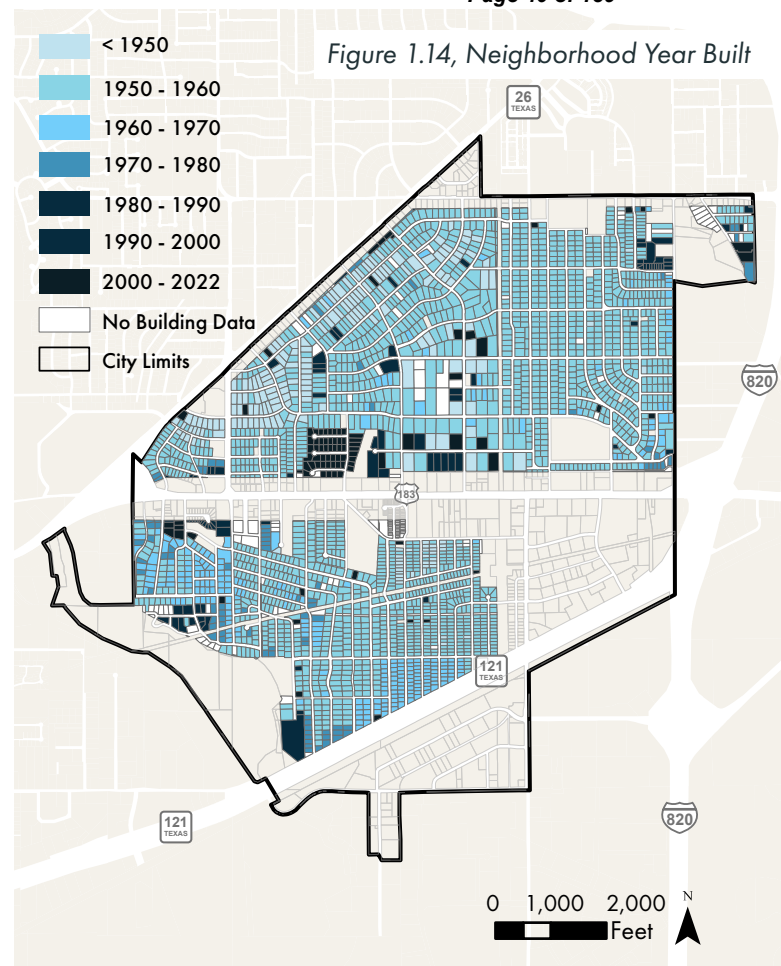
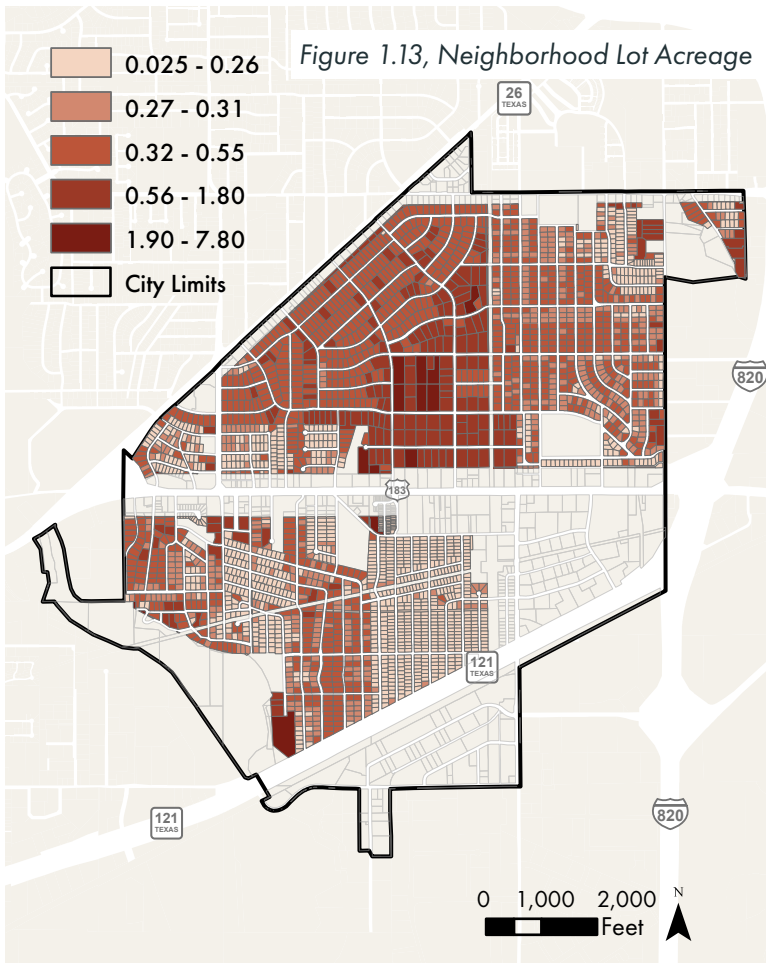


Figure 1.13, Neighborhood Lot Acreage shows that lots in southeast are overwhelmingly within the same range of acreage, while the northeast and southwest areas tend to have more variation in lot acreage. Lots in the center of Richland Hills have some of the highest lot acreages.

Figure 1.14, Neighborhood Year Built shows that nearly all of the homes in the Richland Hills neighborhoods were built between 1950 to 1970. With only a few pockets of newer housing along Baker Boulevard and sprinkled throughout, it shows a consistent character of the houses seen within 1950 to 1970.

Figure 1.15, Neighborhood FAR shows the floor area ratio of the neighborhoods. The floor area ratio is the ratio of a building's total usable floor area to the total area of the lot. This signifies the relationship between the amount of livable space and the size of the lot. FAR is used to show development intensity.

SMALL-LOT

DESCRIPTION

This context area can generally be described as approximately south of Baker Boulevard, west of the Hike and Bike Trail, east of Ash Park Drive, and north of State Highway 121 (see corresponding map). This neighborhood has very little variation in lot size with most being some of the smaller lots in Richland Hills. The median square footage for lots in this residential context area is approximately 7,500 sq ft. Compact blocks follow a grid pattern, oriented north to south, with only one cul-de-sac in the neighborhood. Most of the homes north of Pine Park Drive were built prior to 1954 while all the homes south of Pine Park Drive were built between 1954 to 1975.

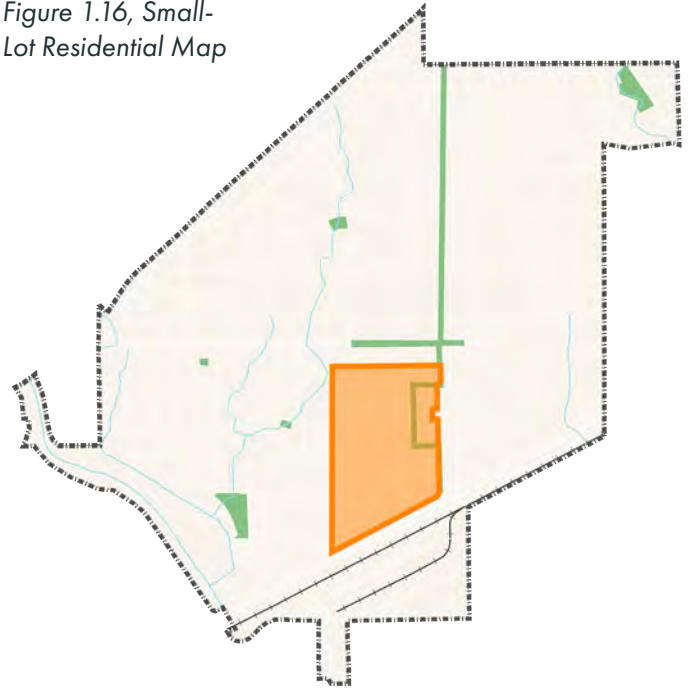
PRIMARY EXISTING ZONING DISTRICT(S)

The primary zoning for this corridor is Single Family Residential (SF-7). This district is a single family housing district in the city with the most dense single-family homes at about four to five homes per acre. Development in this district is limited primarily to single-family dwellings and certain community and recreational facilities to serve residents of the district.

CHALLENGES

- As possibly one of the oldest neighborhoods in the city with small lots, minor aesthetic improvements are needed (i.e., cracked sidewalks, paint touch ups, fence repairs, etc.).
- Drainage issues should be studied.
- There is a lack of sidewalks, especially to schools and parks.
- Noise from State Highway 121 can be a nuisance.

Figure 1.16, Small-Lot Residential Map



OPPORTUNITIES

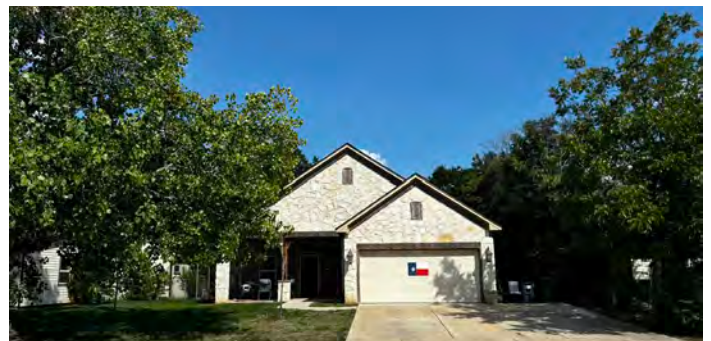
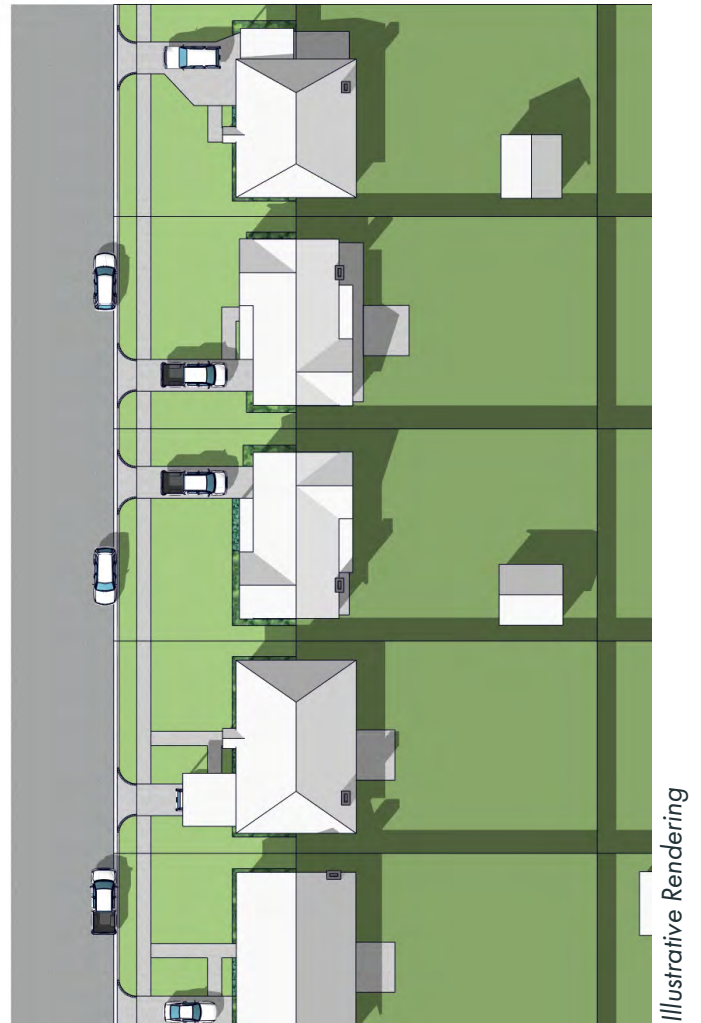
- There is an opportunity for an extension of the hike and bike trail along the ONCOR utility easement running from the current trail to Rosebud Park.



Small-Lot housing examples

SMALL-LOT RESIDENTIAL CHARACTERISTICS

- Primarily older homes found in southeast Richland Hills
- Mostly small, 1-story homes with small, covered stoops or front porches and low slope roofs
- Parking tends to be carports, single car garages, or ribbon driveways; garages tend to be flush or located behind building front wall
- Homes primarily built between 1954 and 1975
- Building widths are approximately between 45 to 55 ft
- Distance between the house and the curb are approximately 30 ft



Small-Lot housing examples

MEDIUM-LOT

DESCRIPTION

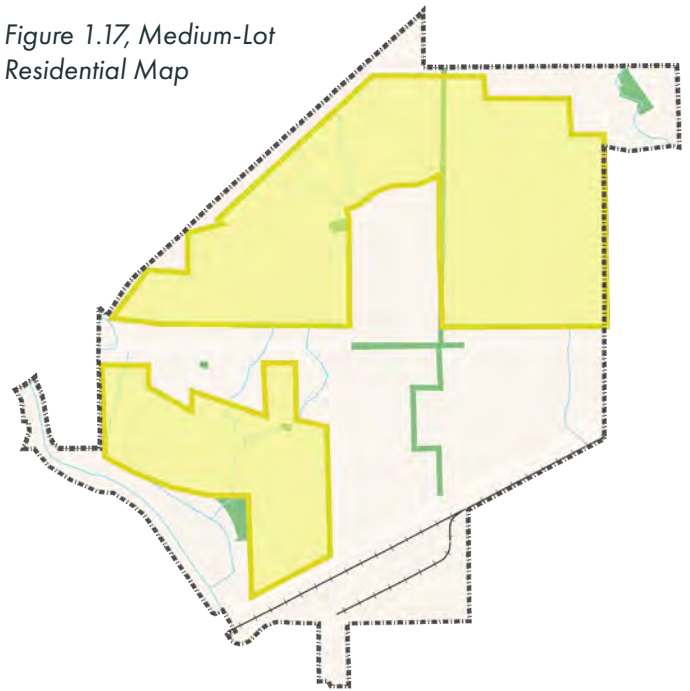
This context area can be found throughout Richland Hills and represents the dominant type of residential development (see corresponding map). The average home was built in the 1950s to 1960s. Homes tend to be ranch-style developments on between quarter to half acre lots. Larger blocks generally following a straight grid pattern oriented from north to south. Though there are some carports, the majority of homes have attached one or two car garages.

PRIMARY EXISTING ZONING DISTRICT(S)

The Single-Family Residential (SF-7) district is a single-family housing district in the city with the most dense single-family homes at about four to five homes per acre. Development in this district is limited primarily to single-family dwellings and certain community and recreational facilities to serve residents of the district.

The Single-Family Residential (SF-10) district is a single-family housing district in the city with lot sizes of approximately one-quarter of an acre. Development in this district is limited primarily to single-family dwellings and certain community and recreational facilities to serve residents of the district.

Figure 1.17, Medium-Lot Residential Map



CHALLENGES

- There are flooding issues along several creeks.
- There is an overall lack of street lighting.
- There are concerns around high-speed traffic and lack of pedestrian infrastructure on Popplewell Street and Vance Drive.
- Noise from State Highway 121 can be a nuisance.

OPPORTUNITIES

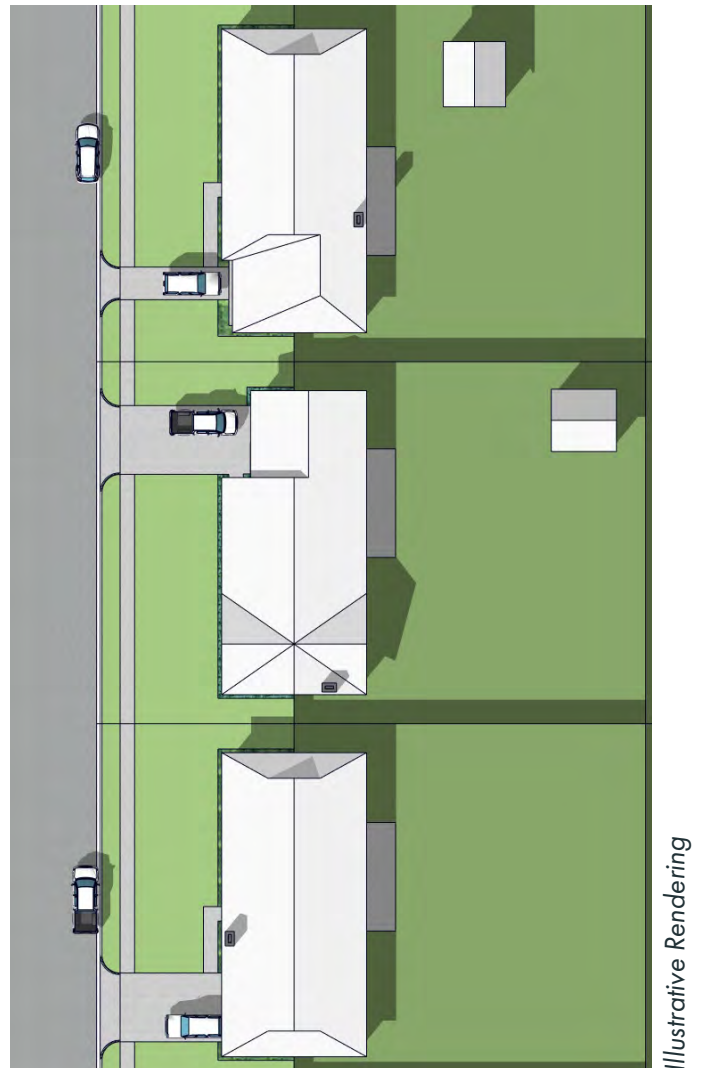
- There is an opportunity for an extension of the hike and bike trail along the ONCOR utility easement running from the current trail to Rosebud Park.



Medium-Lot housing examples

MEDIUM-LOT RESIDENTIAL CHARACTERISTICS

- Predominant building form and lot characteristics found throughout Richland Hills
- Mainly medium to small, 1-story with an occasional 2-story homes and low slope roofs
- Parking is accommodated through 2-car garages which tend to be flush with or located behind the front building wall
- Homes tend to be built between 1950 to 1960
- Building widths are typically between 70 to 85 ft
- Distance between the house and the curb are approximately between 35 to 40 ft



Medium-Lot housing examples

LARGE-LOT

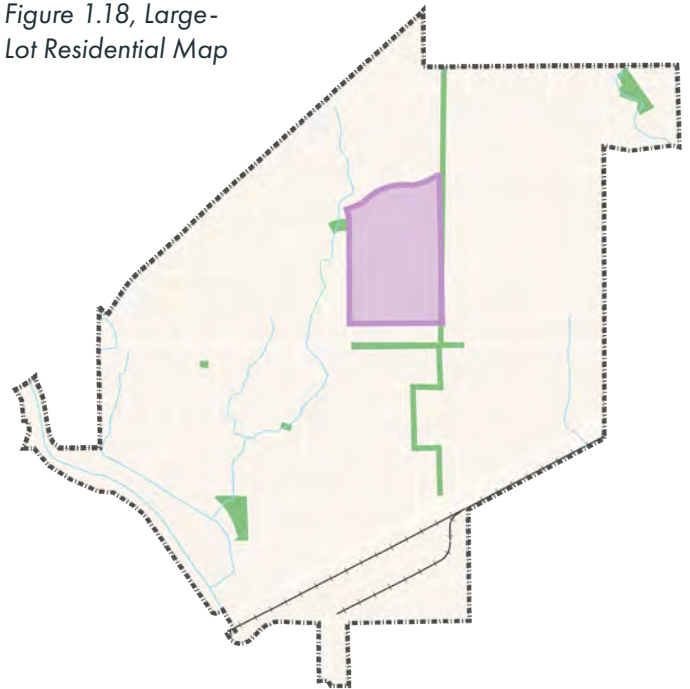
DESCRIPTION

This context area can generally be defined as south of Richland Road, north of Baker Boulevard, east of Vance Road, and west of the Hike and Bike Trail (see corresponding map). Most of the lots in this area are zoned for Single-Family Residential Estate, meaning they are larger lots with one home per lot and most have agricultural uses. Though there are some smaller lots in this neighborhood, most are larger than 1 acre. Homes in this area were built at various times, though many seem to have been built before 1954. Newer homes are most apparent along Popplewell Street, as well as the southern part of the neighborhood along Bridges Avenue. Blocks in this neighborhood are slightly larger than average and follow a grid pattern.

PRIMARY EXISTING ZONING DISTRICT(S)

The primary zoning for this corridor is Single Family Residential Estate (SF-E). This district is established to allow for larger lots with one-family dwelling structures per lot. This district is intended to provide for residential lands to accommodate more rural settings and accessory yard uses. Lots should be generally located in groups, blocks or areas where the accessory uses of the land do not either materially or in an obnoxious manner influence neighboring properties.

Figure 1.18, Large-Lot Residential Map



CHALLENGES

- There are concerns with property upkeep near the Hike and Bike Trail.

OPPORTUNITIES

- There is potential to preserve the agricultural uses as the community finds this as a piece of their identity.



Large-Lot housing examples

LARGE-LOT RESIDENTIAL CHARACTERISTICS

- Primarily homes on large lots concentrated in the center of Richland Hills with some instances found in the southwest part of the city
- Larger homes in Richland Hills found in this neighborhood, mostly 1-story with some 2- and 2.5-story, steeper roofs on newer development
- Parking always accommodated with a garage; size varies between 2 and 3 cars; garages placed behind the front wall with some perpendicular to the street or behind the home
- Building widths are typically between 90 to 100 ft
- Very generous side setbacks of 20 feet or more are common
- Distance between the house and the curb are typically around 70 ft
- Blocks in this area are larger than average and follow a grid pattern



Illustrative Rendering



Large-Lot housing examples

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CHAPTER 2

ENGAGEMENT & VISION



PUBLIC ENGAGEMENT SUMMARY

The Richland Hills Comprehensive Plan was built upon a strong foundation of community engagement, ensuring that residents and stakeholders play an active role in shaping the city's future. Through meetings, events, and interactive discussions, the community helped identify key challenges, explore opportunities, and provide valuable input to guide the Plan's vision and implementation strategies. A diverse range of public engagement opportunities allowed residents, local organizations, and other stakeholders to participate meaningfully in the planning process.

This chapter provides an overview of the public engagement efforts and highlights key takeaways from the comprehensive planning process. The primary goals of these efforts were to incorporate a broad range of perspectives, gain fresh insights on the city's future, and foster community support for the Plan's recommendations. This chapter serves as a foundation for the strategic directions and action items outlined later in the Plan.

ENGAGEMENT SUMMARY

Engagement Summary

COMMUNITY LEADERS

COMMUNITY STAKEHOLDER
FOCUS GROUP SESSIONS

ADVISORY COMMITTEE

CITY COUNCIL INTERVIEWS

CITYWIDE IN-PERSON ENGAGEMENT

ONE OPEN HOUSE

ONE PUBLIC WORKSHOP

CITYWIDE ONLINE ENGAGEMENT

ONE COMPREHENSIVE PLAN
ONLINE SURVEY

KEY TAKEAWAYS AND THEMES

CORRIDOR REVITALIZATION

- Increase walkability
- More entertainment, retail, and restaurant options
- Enhance visual character
- Create unique places and destinations

CONCERNS AROUND INFRASTRUCTURE

- Drainage improvements
- Street maintenance
- Traffic management

HOUSING AND NEIGHBORHOODS

- Preserve neighborhood character (e.g., big trees, ranch style homes, corner lots, events and gathering, welcoming community, etc.)
- Need diverse housing options for people
- Desire for more sidewalks and lighting

CITY GOVERNMENT

- Build trust between the City and the community
- Pursue fiscal sustainability
- Strategically guide growth and redevelopment

KEY CHALLENGES AND OPPORTUNITIES

During the public engagement for this planning process, community leaders and citizens identified key issues, opportunities, and aspirations. Some key challenges and opportunities included:

COMMERCIAL CORRIDOR CHALLENGES

SITE CONSTRAINTS AND LAND USE COMPATIBILITY:

- Most corridors have limitations on lot sizes, shallow depths, and are adjacent to heavy industrial uses which can restrict development potential and limit compatibility with retail and pedestrian-oriented uses.

TRANSPORTATION AND ACCESSIBILITY CHALLENGES:

- All but two corridors are TxDOT-controlled highways with high speeds, multiple lanes, and limited crossing opportunities, along with short crosswalk signal durations which makes it difficult to navigate for pedestrians and cyclists. Handley Ederville Road faces additional challenges crossing State Highway 121 and an active railroad.

FLOODING CONCERNS:

- Residents are concerned about the impacts new development on commercial corridors could have on flooding since the FEMA 100-year floodplain crosses Glenview Drive once and Baker Boulevard twice.

JURISDICTIONAL AND AESTHETIC ISSUES:

- Divided jurisdictional control on most corridors, utilitarian heavy commercial facades, and inconsistent design standards create visual and regulatory challenges that impact the attractiveness for new development on commercial corridors.

COMMERCIAL CORRIDOR OPPORTUNITIES

ECONOMIC GROWTH AND BUSINESS DIVERSIFICATION:

- Preserving existing industrial and heavy commercial businesses while integrating new commercial opportunities, such as retail, breweries, and creative spaces, can enhance economic vitality and attract diverse enterprises.

REGIONAL TRAIL ENHANCEMENTS:

- Expanding the trail network presents an opportunity to improve regional connectivity, establish Richland Hills as an active transportation destination, and encourage healthy lifestyles for residents.

REDEVELOPMENT AND GROWTH POTENTIAL:

- With Fort Worth's continued growth, upcoming changes like highway reconfigurations, and the evolving character of surrounding areas, now is an ideal time to promote higher-quality development and mixed-use projects that can revitalize aging commercial corridors.

CATALYST OPPORTUNITIES:

- There are several opportunities to build on existing development such as Walmart or City Point as well as potential opportunities for development like the old train station. These have the potential to offer strong anchors and unique opportunities to create vibrant, pedestrian-friendly spaces that support future development and redevelopment.

RESIDENTIAL AREA CHALLENGES

INFRASTRUCTURE AND SAFETY CHALLENGES:

- Some neighborhoods face challenges with inadequate street lighting, a lack of sidewalks, aging or inadequate infrastructure, and high-speed traffic that compromises pedestrian safety.

FLOODING AND QUALITY OF LIFE CONCERNS:

- Drainage issues from stormwater runoff, noise from State Highway 121, and challenges with home and yard upkeep could impact the livability and overall appeal of some neighborhoods.

RESIDENTIAL AREA OPPORTUNITIES

RECREATION AND SAFETY IMPROVEMENTS:

- Expanding the Hike and Bike Trail, enhancing parks like Rosebud Park and Creek Trail Park, and pedestrian safety measures can improve quality of life and neighborhood appeal.

PRESERVING COMMUNITY CHARACTER AND ENHANCING HOUSING CHOICE:

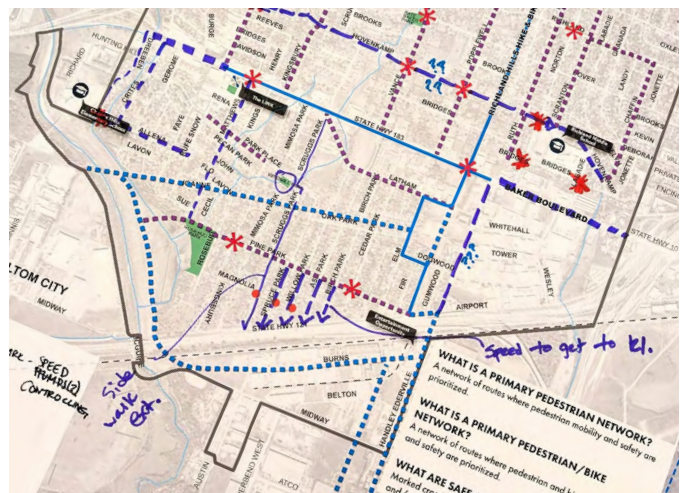
- Preserving Richland Hills identity and character through context sensitive design guidelines while increasing housing diversity could offer opportunities to expand housing choices. This would allow for more people to come to Richland Hills and support aging in place, while maintaining the area's unique charm.



Open House held in April 2024



Comprehensive Plan Advisory Committee Meeting #1



Mapping exercise completed during the Public Workshop

COMPREHENSIVE PLAN ADVISORY COMMITTEE MEETINGS

The Advisory Committee guided the development of this Plan with the help of City of Richland Hills Staff. The Committee was comprised of diverse representatives from the community including residents, business owners, and elected and appointed officials. The Committee met four times throughout the planning process to provide strategic direction on the Plan. Their guidance was instrumental in ensuring the Plan reflects the needs and aspirations of the entire community.

The following is a high-level summary of each meeting with the Advisory Committee:

HIGHLIGHTS FROM MEETING #1 FEBRUARY 21, 2024

- **Preserving Small-town Identity While Welcoming Growth:** Residents value the city's small-town feel, strong community relationships, and great location. The to maintain this charm while accommodating younger families and diverse housing options.
- **Economic Development & Business Attraction Challenges:** There was interest in revitalizing industrial areas and major corridors to attract businesses, but competition, short-lived investments, and a lack of infrastructure pose challenges. Committee suggested code updates, façade improvements, and business education.
- **Infrastructure & Redevelopment Priorities:** Key concerns included drainage and flooding issues, traffic safety, and the need for a cohesive redevelopment strategy similar to successful districts like Bishop Arts. There was a vision for unique, well-planned commercial areas that create a sense of pride and attract visitors.
- **Community Trust & Clear Communication:** There was a need to educate the public on how business growth benefits the community, improve code enforcement strategies, and build trust between City staff and residents.

HIGHLIGHTS FROM MEETING #2 NOVEMBER 6, 2024

The Committee reviewed and approved Plan goals, and gave the following input:

- **Residential Infill:** The Committee is open to Accessory Dwelling Units (ADUs), has a strong desire for tree preservation, and would like guidance on how to improve development codes while remaining flexible.
- **Handley Ederville Road Subarea:** The Committee wants to emphasize commercial and creative retail uses in this corridor but is skeptical of vertical mixed-use due to difficulty filling the commercial floor. The Committee is open to a mix of commercial and residential uses in this subarea.
- **Baker Boulevard Subarea:** The Committee felt the visual character on Baker frontage is more important than the types of land uses. Though they would prefer for this subarea to focus on commercial or retail development.

HIGHLIGHTS FROM MEETING #3 FEBRUARY 18, 2025

- The Committee reviewed preliminary Plan direction and gave guidance on high level recommendations. The Committee wanted to ensure that businesses would be held to the new standards for visual improvements as this was a very important aspect of the Plan. The Committee decided that Richland Hills needs more time to study where ADUs and duplexes would be appropriate in the City.

HIGHLIGHTS FROM MEETING #4 APRIL 22, 2025

- The Committee reviewed the 2025 Richland Hills Comprehensive Plan draft and recommended slight adjustments such as reframing redevelopment as revitalization. At the end of the meeting the Committee overwhelmingly recommended the draft for approval by elected officials.

COMMUNITY STAKEHOLDER FOCUS GROUPS

Two listening sessions were held with key stakeholders from the Richland Hills community. Fifteen residents, business owners, and community leaders were invited to attend one of two meetings to gather feedback on important issues or goals for the Richland Hills community.

Generally, their input can be summarized as follows:

SMALL-TOWN CHARACTER & RETENTION AMID GROWTH

- Lots of love for larger lots, rural feel, and community connections.
- Desire to preserve older neighborhoods while improving aesthetics and infrastructure.
- Strong desire for beautification efforts (burying utility lines, planting programs, wildflower meadows).

DEVELOPMENT & HOUSING

- Support for new housing products like the townhomes but concerns over narrow streets, parking, and maintenance.
- Need for a mix of housing to attract younger families.
- Industrial should remain concentrated in one area of the city.

KEY AREAS FOR GROWTH & INVESTMENT

- Prioritize Glenview Dr, Baker Blvd, and Blvd 26 corridors.
- Infrastructure improvements (gutters, drainage, etc) are needed before major growth.
- Transit station area could be redeveloped into mixed-use or residential to create activity.



Joint Meeting with City Council and the Planning and Zoning Commission

TRAFFIC & TRANSPORTATION

- Concerns about increasing traffic congestion and road diet impacts.
- Need for clearer road signage and better traffic flow management.
- Potential for bike-friendly initiatives and improved street lighting.

CITY IDENTITY & DESTINATION APPEAL

- Richland Hills lacks a distinct identity; needs a vision for the future.
- Opportunities for branding and wayfinding signage.
- Desire for more shopping, dining, and attractions to make Richland Hills a destination.
- Develop something like Tyler's azalea trails, rose festivals, or something to get people to collectively beautify lawns.

CHALLENGES & OPPORTUNITIES

- Need for business growth beyond a bedroom community.
- Interest in outdoor venues, trails, and gathering spaces.
- Concerns over outdated signage and lack of uniformity on Baker Blvd.

OPEN HOUSE

The Richland Hills Comprehensive Plan open house was held on April 30, 2024, at The LINK Event and Recreation Center from 5 pm to 7 pm. The intent was to identify opportunities and challenges within the city to begin crafting the overall vision for the future of Richland Hills.

There were ten interactive stations where participants could actively give their input. As well as several educational boards to help educate the community about the purpose and importance of comprehensive planning. The following is a high-level summary of input collected from the first open house. A more detailed summary is included in the **Appendix**.

Attendees used post-it notes on a series of boards to showcase their opinion on topics such as Neighborhoods, Community Character, Mobility and Economic Development within Richland Hills. Some of the comments included, "Tree ordinance and architectural preservation," "Sidewalks on Vance and Popplewell, Ruth and Scranton, and on Glenview Drive," "Make Glenview Drive like Magnolia Ave in Ft Worth or Bishop Arts," and "Continue allowing farms/animals/chickens."

On a map of Richland Hills, attendants were asked where they wanted new trails, sidewalks, bike lanes, safe crossings, or had other concerns related to walking, biking, or moving around Richland Hills outside of a car. Residents highlighted several streets and intersections which needed safety improvements and emphasized a strong desire for more sidewalks, trails, and bike lanes.

TELL US YOUR VISION

We asked the community what their top priorities are for the future of Richland Hills.

- Economic Development
- Beautification
- Quality Neighborhoods and Walkability



Open house activities



PUBLIC WORKSHOP

A public workshop for the Comprehensive Plan was held on September 17, 2024, at The LINK Event and Recreation Center. This was the second citywide engagement event for this comprehensive planning process. The intent of this event was to workshop the community's vision for redevelopment of key commercial corridors and explore the community's preferences on residential development or redevelopment.

Workshop attendees were divided into three groups: one working on residential and mobility exercises and two working on commercial exercises for Handley Ederville Road and Baker Boulevard. The following is a high-level summary of what we heard from the public workshop. A more detailed summary is included in the **Appendix**.

HANDLEY EDERVILLE ROAD EXERCISE

- Support for transformation of this corridor into a creative arts or entertainment district.
- Desire for better infrastructure and trail connections, as well as beautification efforts.
- Establish the Baker Boulevard & Handley Ederville Road intersection as a key site, and to encourage adaptive reuse while preserving industrial uses.

BAKER BOULEVARD EXERCISE

- Preference for parking to be moved behind buildings and to encourage a walkable environment along Baker Boulevard.
- Support for more development around City Hall, although overall land use was less important.

RESIDENTIAL EXERCISE

- Support for regulatory changes to ensure compatible residential development and redevelopment.
- Discussion of how to balance preservation of neighborhood character while allowing flexibility for homeowners to expand and reinvest in their properties.

MOBILITY EXERCISE

- Support for trail expansion, more sidewalks, safer crossings near schools, and speed control on neighborhood streets.

Public workshop activities

Ordinance No. 1527-25, Page 53 of 137

ONLINE SURVEY

The Richland Hills Comprehensive Plan online survey was available for approximately three months between September 2024 and November 2024. The survey was advertised at an open house event, posted online via social media, and mailed out with utility bills. In total 282 responses were collected and are presented below. A more detailed summary is included in the **Appendix**.

According to survey responses, residents chose to live in Richland Hills for various reasons, including the rural feel, big lots with older homes, and the overall character of the city. Opinions were divided on whether Richland Hills is on the right track with recent growth and development, with some residents appreciating the development while others are concerned about over development and losing the city's small-town charm. The survey identified important factors needed to encourage investment and vitality on Baker Boulevard, including improving business opportunities and enhancing the aesthetic appeal of the area.

Critical neighborhood issues highlighted by residents include infrastructure and street maintenance, code enforcement, safety and crime, and community services. The top priorities for the future of Richland Hills include maintaining the city's character, improving infrastructure, and enhancing community services.

70%

OF RESPONDENTS WOULD LIKE
TO SEE BETTER ENTERTAINMENT,
SHOPPING, AND RESTAURANT
OPTIONS ON BAKER BOULEVARD

COMMUNITY CHARACTER

Many respondents appreciate the rural feel and character of Richland Hills, emphasizing the importance of maintaining big lots with older, established homes. There is a desire to keep the neighborhoods as they are while redeveloping main streets for better shopping and business opportunities.

FUTURE BUSINESSES

Survey respondents expressed a strong preference for enhancing the commercial offerings in Richland Hills, highlighting the desire for additional sit-down restaurants, coffee shops, and entertainment venues to promote community gathering and social interaction. There was also notable interest in small, boutique shopping experiences, as well as increasing the availability of breweries, wineries, and pubs, reflecting a broader aspiration for vibrant, locally-focused establishments that enhance the city's character.

30%

OF RESPONDENTS MOVED TO
RICHLAND HILLS FOR THE COST OF
LIVING

What would you say is the most critical issue facing Richland Hills today?

Below are a few things heard in the open-ended responses.

Infrastructure and Streets

Many respondents mentioned the poor condition of streets, including potholes, uneven surfaces, and flooding issues. There is a strong call for improving street maintenance and infrastructure, such as moving utilities underground and slowing speeding on neighborhood streets.

Business and Economic Development

There is a lack of appealing businesses, restaurants, and entertainment options in Richland Hills. Respondents feel that it is essential to attract new businesses and improve existing ones for the city's economic growth.

Code Enforcement and Property Maintenance

Many residents are concerned about the enforcement of City codes, particularly regarding property upkeep, junk vehicles, and stray animals. There is a desire for stricter code enforcement to maintain the city's appearance and safety.

Community and Public Spaces

There is a need for more parks, community gathering areas, and public spaces. Respondents also highlighted the importance of walkability and bike-ability, suggesting that the City should focus on creating safe and accessible pathways.

Housing and Population Growth

The influx of new residents and housing developments has led to concerns about traffic, parking, and maintaining the city's character. Some respondents feel that the city is overdeveloping and losing its small-town charm.

Financial Sustainability

Long-term financial sustainability of City services and the ability to support capital improvement programs are also mentioned as critical issues.

Miscellaneous Concerns

Other issues include the need for better drainage.

There is a consensus that Richland Hills needs more sidewalks and infrastructure for pedestrians to improve walking and biking. There is also support for extending the Hike and Bike Trail to connect to the regional Trinity River Trails.

59%

**OF RESPONDENTS DO NOT
BELIEVE RICHLAND HILLS
HAS ENOUGH SIDEWALKS
AND INFRASTRUCTURE FOR
PEDESTRIANS**

94%

**OF RESPONDENTS BELIEVE
IMPROVING THE CONDITION
OF STREETS IS THE MOST
IMPORTANT ISSUE FACING THEIR
NEIGHBORHOOD**

ENVIRONMENTAL AND SUSTAINABILITY ISSUES

Residents express a desire for sustainable practices, such as light pollution reduction and crosswalks. There is also a call for better drainage and addressing flooding issues.

AESTHETIC AND FUNCTIONAL IMPROVEMENTS

Residents express a desire for sustainable and aesthetically pleasing infrastructure, such as lighting and benches. There is also a call for improved walkability and bike-ability, with suggestions to add larger sidewalks and bike lanes.

VISION

The following pages outline a set of overarching principles designed to shape the future of Richland Hills. These principles serve as guiding statements, ensuring that decision-making aligns with the long-term vision and aspirations of the community. Developed through public input and strategic planning efforts, these statements encapsulate the priorities, values, and desired outcomes that residents, businesses, and local leaders envision for the city's growth and evolution.

These ten overarching principles function as the City's framework for policies, projects, and initiatives that will help realize a more vibrant, sustainable, and well-connected community. They reflect key themes such as economic vitality, infrastructure improvements, environmental stewardship, community well-being, and enhanced public services. Ultimately, these objectives act as a foundation for future planning efforts, ensuring that each step taken contributes to a cohesive and prosperous future for Richland Hills.



Comprehensive Plan Advisory Committee Meeting #1

OVERARCHING PRINCIPLES

ACHIEVE DESIGN EXCELLENCE.

- Future development in Richland Hills should adhere to the highest standards of quality, aesthetics, and functionality. Roads, buildings, and infrastructure should not only meet basic safety and operational requirements but also enhance the city's overall appearance, usability, and sense of place. This means promoting well-designed streetscapes, attractive and functional public spaces, durable materials, and urban design that contributes to a distinct and cohesive identity for the city.

CREATE MEMORABLE PLACES.

- Richland Hills should strive to establish itself as a destination by creating spaces that attract residents and visitors alike. This involves investing in public spaces, cultural and recreational attractions, distinctive streetscapes, and placemaking efforts that reflect the city's unique character. Thoughtful urban design, public art, landscaping, and vibrant commercial districts can contribute to making the city a more engaging and inviting place.

BE PROACTIVE.

- Rather than reacting to development proposals as they arise, the City should take a strategic approach to guide growth in a way that maximizes benefits for the community. This involves establishing clear zoning regulations, development guidelines, and incentives to proactively direct development towards desirable achievements. These proactive regulations can be used to leverage revitalization to maximize community benefits such as tree preservation, sidewalk and trail development, public plazas, etc.

CAPITALIZE ON REGIONAL GROWTH.

- As Fort Worth continues to expand, Richland Hills has an opportunity to attract investment, new businesses, and residents who seek access to the region's economic growth while enjoying a smaller community environment. The City should actively market itself as a desirable location for businesses and residents, support infrastructure improvements that make reinvestment attractive, and align its economic strategies to take advantage of regional economic trends.

APPROACH INFRASTRUCTURE WITH A RESILIENCE LENS.

- Infrastructure planning should focus on long-term sustainability and adaptability. Roads, utilities, drainage systems, and public facilities should be designed to withstand extreme weather events, population growth, and other long-term stressors. This includes integrating green infrastructure and smart city solutions, upgrading aging systems, incorporating climate resilience strategies, and collaborating with regional partners to ensure infrastructure investments meet future needs.

CONNECT DESTINATIONS.

- A well-connected transportation network is key to accessibility, mobility, and economic vitality. Richland Hills should expand its sidewalks, bike lanes, and trails to ensure residents can easily reach parks, schools, shopping areas, and transit hubs. Additionally, linking local trails to regional networks will position the city as a hub for cyclists and outdoor enthusiasts, boosting tourism and quality of life.

CELEBRATE RICHLAND HILLS' UNIQUE NEIGHBORHOODS.

- As the city grows, it is important to preserve the identity and character of its established neighborhoods. Prioritize context-sensitive development that allows for change and growth but preserves the unique design and charm of Richland Hills neighborhoods.

PLAN FOR ALL LEVELS OF REDEVELOPMENT.

- With very few large undeveloped sites remaining, the City should be ready to seize opportunities at all levels of redevelopment to achieve Plan goals and community benefits. Each parcel represents an opportunity to enhance the community, from small sidewalk connections and individual trees being preserved to adding new public plazas or shopping centers.

PURSUE FISCAL SUSTAINABILITY.

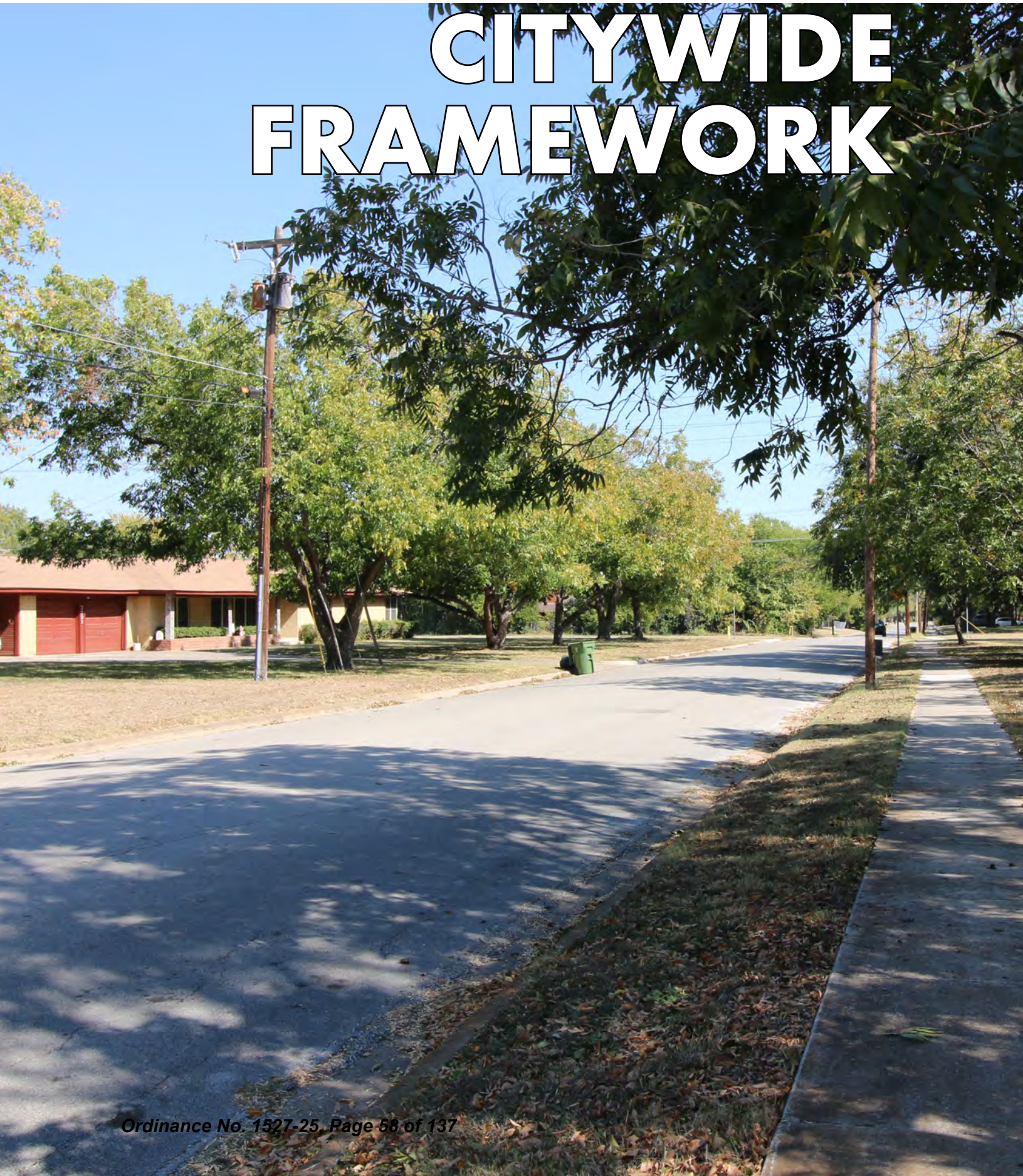
- Financial stability is essential for providing high-quality public services without overburdening taxpayers. Richland Hills should focus on strengthening its sales tax base, encouraging development that generates sustainable revenue, and implementing policies that ensure long-term financial health. This includes attracting businesses, optimizing land use, and leveraging public-private partnerships to fund key projects.

WELCOME ALL PEOPLE.

- Richland Hills is a positive and closely connected community which is focused on progress, united by shared values, and a pursuit of excellence. Embracing cultural diversity, encouraging community engagement, and ensuring equal access to resources and opportunities will strengthen the city's social fabric. A commitment to inclusivity, progress, and shared values will help maintain the city's strong sense of community and collective identity.

CHAPTER 3

CITYWIDE FRAMEWORK



CITYWIDE FRAMEWORK

OVERVIEW

This section outlines five key goals designed to support the overarching principles and realize the community's vision for the future of Richland Hills. These goals focus on economic prosperity, design character, housing options, drainage infrastructure, and active mobility. These goals were developed based on community input, analysis, and Advisory Committee discussions. These goals inform policy updates, regulatory changes, strategic partnerships, grant applications, and other actions identified in this Plan.

Specific measures to implement the objectives outlined in this section are presented in **Chapter 5, Implementation Program.**

EACH GOAL INCLUDES:

- The goal statement
- A description of the goal
- A list of objectives providing more details on the goal
- A short list of potential programs, policies, or next steps to implement the goal
- A short list of metrics to benchmark implementation progress

Rosebud Park



SUSTAINABLE ECONOMY

Goal: Boost economic prosperity in Richland Hills by creating a business-friendly environment that attracts diverse shops, restaurants, and services along key commercial corridors.

WHAT DOES A SUSTAINABLE ECONOMY MEAN TO RICHLAND HILLS?

A sustainable economy is one that is vibrant, enduring, and provides jobs, goods, and services to the residents of Richland Hills. Retail leakage (i.e. residents spending money in other cities instead of their local economy) to neighboring areas highlights a significant opportunity for Richland Hills to enhance its retail sector. The city has a lower sales per square foot (PSF), compared to neighboring communities. This is influenced by Richland Hill's older, value-oriented retail stock and indicates unmet local demand for higher-quality and specialty retail options. Therefore, there is a clear potential to attract new retailers and revitalize existing spaces to better serve the community.

As such, one key priority in achieving a sustainable economy is revitalizing aging corridors and commercial centers through well-planned redevelopment. Revitalizing corridors through strategic beautification projects and incentives for property redevelopment can serve as a catalyst for economic rejuvenation at the local level. A visually appealing environment not only entices residents but also draws in visitors and tourists, stimulating foot traffic and business activities. As businesses flourish and property values rise, the overall economic health of the community is then bolstered.

By breathing life into key corridors, cultivating a climate for investment, and targeting strategic economic growth, Richland Hills can attract businesses and visitors while enhancing the overall appeal of the city. A focus on thoughtful, adaptive development will ensure that commercial areas remain vibrant and relevant, supporting long-term economic health.

OBJECTIVES

- Attract a thriving mix of businesses to support a strong tax base and resilience to future economic disruptions.
- Limit retail leakage by providing goods and services that support residents.
- Pursue unique or boutique businesses to create a destination for visitors.
- Conduct a targeted marketing campaign highlighting the centrality, connectivity, and revitalization efforts of Richland Hills, informed by a market analysis to ensure messaging aligns with the demographics and users the city aims to attract.
- Activate Glenview Drive, Baker Boulevard, and Handley Ederville Road with easily walkable restaurants, shops, and gathering spaces.
- Protect and enhance the manufacturing and industrial economy.
- Recruit key businesses that can jumpstart revitalization along corridors and sustain manufacturing areas.
- Target public infrastructure investments in areas with high potential for revitalization to encourage private investment opportunities.
- Prioritize placemaking and human experience in all public and private physical investments to set Richland Hills apart from neighboring communities.
- Encourage co-location of complementary businesses.
- Incentivize modernization and adaptive reuse of aging industrial and retail spaces.

POTENTIAL PROGRAMS, POLICIES, OR NEXT STEPS

POTENTIAL PROGRAMS:

- Identify key industries that can diversify Richland Hills' economy and develop tailored incentives to attract them (e.g. chapter 380 agreements, infrastructure improvements, tax incentives, etc)
- Work with local businesses to identify development challenges and opportunities, implementing solutions that foster growth and reinvestment
- Explore potential of Tax Increment Reinvestment Zones (TIRZ) and other funding mechanisms for public improvements
- Incentivize strategic redevelopment and revitalization that overwhelmingly meets the goal of this Plan

POTENTIAL POLICIES:

- Streamline the development process to create a predictable investment environment

POTENTIAL INVESTMENTS:

- Explore aggregating land to help jumpstart projects

MEASURES OF SUCCESS:

- Increase in local jobs, goods, and services
- Increase in new businesses
- Existing businesses reporting satisfaction
- Increase in investment
- Establishment of Richland Hills as a day trip destination
- A diverse and adaptive economy which weathers economic stressors
- Increase in number of visitors

QUALITY OF PLACE

Goal: Encourage development that creates unique and interesting places which enhance and thoughtfully integrate with Richland Hills.

WHAT DOES QUALITY OF PLACE MEAN TO RICHLAND HILLS?

Quality of Place within the context of this Comprehensive Plan means ensuring that new development, redevelopment, and public improvements are held to a high standard for design, functionality, and community enhancement. The built environment should improve overall livability, making Richland Hills a more desirable, livable, competitive, and economically vibrant community. Through balancing flexibility in land use with high expectations for design, Richland Hills will encourage and attract new development and redevelopment that emphasizes Quality of Place.

Quality places that are vibrant and prosperous require investment, maintenance, and reimagining the city's urban spaces and corridors to ensure they are amenity-rich for a modern population that chooses place based on livability.

This goal aims to ensure that land within Richland Hills, particularly along key commercial corridors, is intentionally planned and guided by development regulations that emphasize excellent design outcomes. Strategic building placement and siting, visually engaging architectural design, well-integrated pedestrian amenities, and other elements that contribute to dynamic and inviting corridors are important elements.

OBJECTIVES

- Develop strong zoning standards that result in vibrant streets, unique destinations, and thoughtfully integrated amenity spaces.
- Implement unified City branding into public elements (e.g. streetlights, trashcans, banners, landscaping, etc).
- Consider relocating the city stock pile on Handley Ederville Road to a less prominent location.
- Emphasize placemaking at key locations in the city (e.g. entry points, significant intersections, etc) through installation of public art, enhanced building design, etc.
- Preserve and expand tree canopy in public rights-of-way and private land.
- Shape personal experiences and community character through thoughtfully designed and context-sensitive development.
- Ensure thoughtful building siting, relationship of parking to public streets, and the interface between the public and private realm to achieve the vision of the corridor or neighborhood.
- Minimize visual impacts of elements that detract from visual character of public right-of-way including outdoor storage, surface parking, dilapidated structures, and above ground utilities on commercial corridors.
- Integrate outdoor seating, social gathering areas, on-site pedestrian connections, open space and placemaking moments in private development to maximize public use and create unique experiences.
- Provide thoughtful separation around commercial uses which generate negative externalities such as noise, dust, or excessive light in respect to nearby residential uses.
- Manage vehicular access to reduce conflicts between pedestrians, bicyclists, and vehicles.
- Evaluate opportunities to reduce off-street parking requirements to encourage a pedestrian-oriented environment.
- Following the adoption of enhanced development regulations, limit the use of Planned Developments (PDs) to projects that achieve a unique land use integration, provide substantial community benefits, or introduce innovative design solutions.

POTENTIAL PROGRAMS, POLICIES, OR NEXT STEPS

POTENTIAL PROGRAMS:

- Incorporate cohesive branding elements into streetscape projects and other public spaces
- Pursue art in public spaces through school district partnerships, local art programs, grants, or other funding sources
- Continue to support the building improvement grant program to help aging businesses comply with enhanced development standards

POTENTIAL POLICIES:

- Update zoning and subdivision regulations and explore the use of different regulatory design tools and review systems
- Enhance landscape plan requirements and adopt a tree preservation ordinance to protect existing trees and encourage planting more trees on private property
- Expand screening requirements to include a menu of options for transitions between residential and non-residential properties
- Develop qualitative design guidelines for commercial development that complement zoning (even if voluntary these could be used as a guide for planned developments or developer agreements)
- Reduce parking minimums in certain corridors or development situations
- Update the zoning code's legal nonconforming provisions to reinforce compliance for existing properties while allowing staff reasonable discretion to accommodate business needs within acceptable limits

POTENTIAL INVESTMENTS:

- Construct gateway elements at identified locations
- Construct reimagined streets and drainage infrastructure
- Enhance placemaking elements (e.g. lighting, landscaping, publicly accessible open space, etc)

MEASURES OF SUCCESS:

- Decrease in the number of variances or PDs requested
- Increase in quantity and/or quality of trees and landscaping
- Increase in number and/or quality of activated public spaces
- Creation of unique destinations
- Community excitement about new businesses and buildings
- Thoughtful transition strategies observed in new non-residential developments
- Private development that exhibits design excellence, creativity, and context-sensitivity

BEST PRACTICES FOR ACHIEVING QUALITY OF PLACE THROUGH ZONING

CITY OF ROANOKE – OAK STREET REDEVELOPMENT

The redevelopment of Oak Street in Roanoke, Texas, has transformed the area into a vibrant destination, blending historic charm with modern amenities. Initiated in 2004, the Roanoke Downtown Plan aimed to revitalize the downtown area by enhancing infrastructure, implementing zoning regulations, and preserving the city's historical character.

Several steps were undertaken to redevelop Oak Street after establishing a vision in the Roanoke Downtown Plan:

- Development of an overlay district emphasizing character and pedestrian-friendly design
- Upgrades to infrastructure including paving, landscaping, sidewalks, drainage improvements, two roundabouts, and additional parking

The redevelopment of Oak Street has successfully revitalized Roanoke's downtown, creating a thriving hub for residents and visitors alike.



Oak Street in Roanoke, Texas

CITY OF MCKINNEY – PLANNED DEVELOPMENT PERFORMANCE STANDARDS

McKinney requires that PDs meet performance-based zoning criteria, ensuring compatibility with nearby development through land use intensity, connectivity, and design.

McKinney established a review framework that requires PD proposals to demonstrate how they:

- Support Comprehensive Plan goals and Future Land Use Map (FLUM).
- Provide measurable public benefits, such as infrastructure improvements or park space.
- Include a phased development plan with clear timelines.

Example: McKinney's District 121, a business and entertainment district, uses PD zoning with strict architectural and connectivity standards.



District 121 in McKinney, Texas

MOBILITY FOR ALL

Goal: Enhance the network of streets, sidewalks, bike facilities, and trails in Richland Hills to be safer, better connected, and inclusive.

WHAT DOES MOBILITY FOR ALL MEAN IN RICHLAND HILLS?

Mobility for All ensures that every person in Richland Hills is able to comfortably and safely walk, bike, drive, or move around the city. The goal is to enhance the network of streets, sidewalks, bike lanes, trails, and potential future transportation options to create a safer, more accessible, and engaging transportation network. A well-connected transportation network should link key destinations, such as schools, parks, grocery stores, and other essential services. Safe and reliable mobility options improve residents' quality of life by making daily travel more convenient and efficient. Investments in active mobility infrastructure, such as improved sidewalks, crosswalks, bike lanes, and trails, ensure that people of all ages and abilities can navigate the city with ease.

Creating a pedestrian- and bicycle-friendly environment not only enhances local mobility but also attracts visitors and stimulates economic activity. Streets designed with safety and accessibility in mind encourage people to walk or bike to local businesses, fostering a vibrant, connected community. Objectives such as implementing traffic-calming measures, enhancing streetscapes, and leveraging private redevelopment to improve connectivity can help Richland Hills become a more inviting place for residents, visitors, and employees.

Future developments should contribute to this goal by integrating pedestrian and bicycle-friendly design principles that enhance accessibility and safety for all users. Bridging gaps in the network will strengthen connections between neighborhoods and key community assets. Maintaining and improving the condition of roads, sidewalks, bike lanes, and other mobility infrastructure is crucial to achieving long-term success. A proactive approach to infrastructure upkeep ensures that mobility options remain safe, efficient, and reliable.

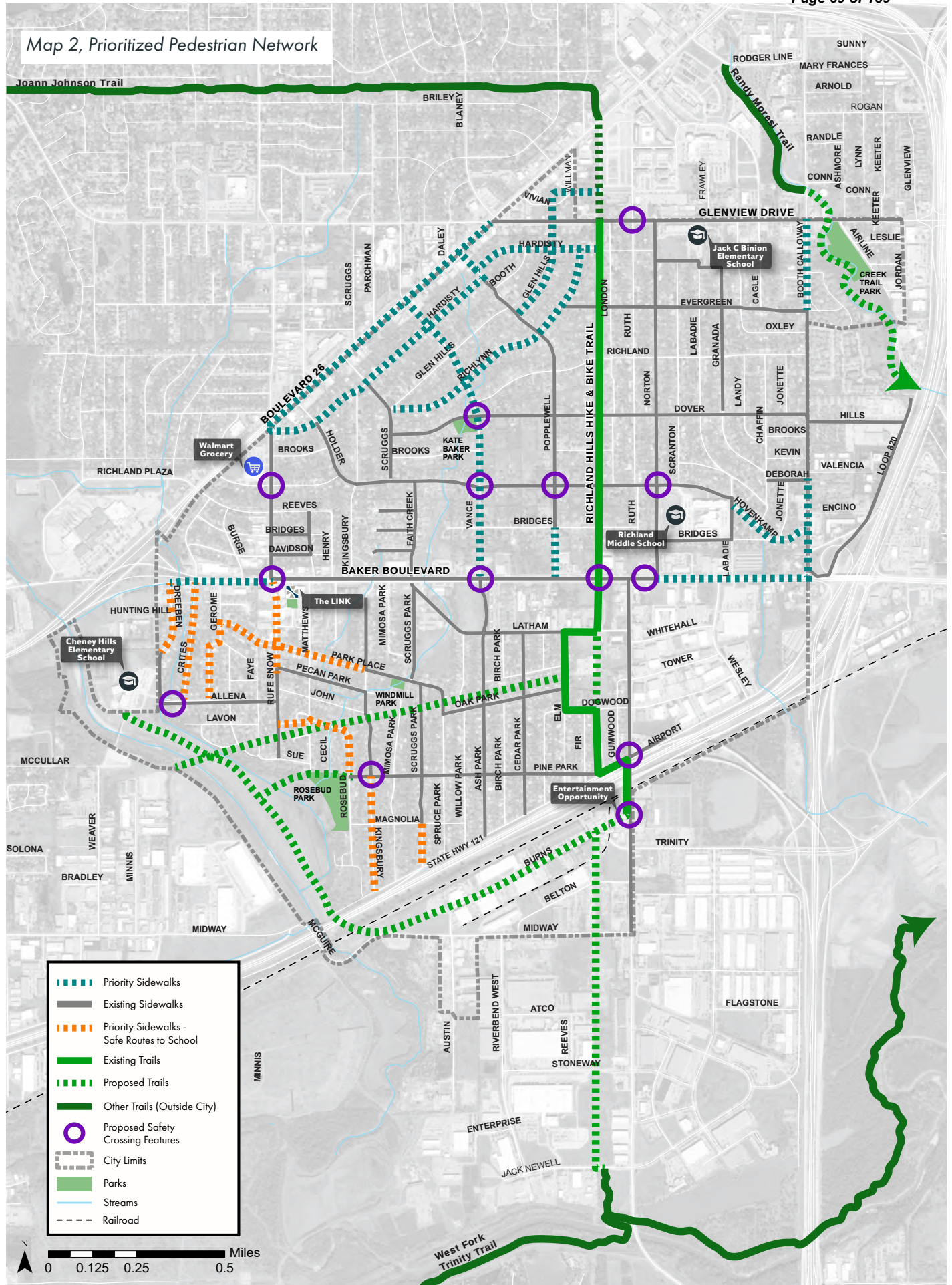
This section on Mobility for All contains two important maps for the future of Richland Hills, one on pedestrian features and one on bike facilities. **Map 2, Prioritized Pedestrian Network** outlines existing and future sidewalks, with some segments identified by the City as priority grant application connections. Safety Crossing Features, on this same map, indicate a community desire for some increased safety features at the identified intersection. Further exploration will be needed to identify specific improvements. **Map 3, Bike Infrastructure** showcases trail extensions or pedestrian infrastructure improvements desired by the community.

OBJECTIVES

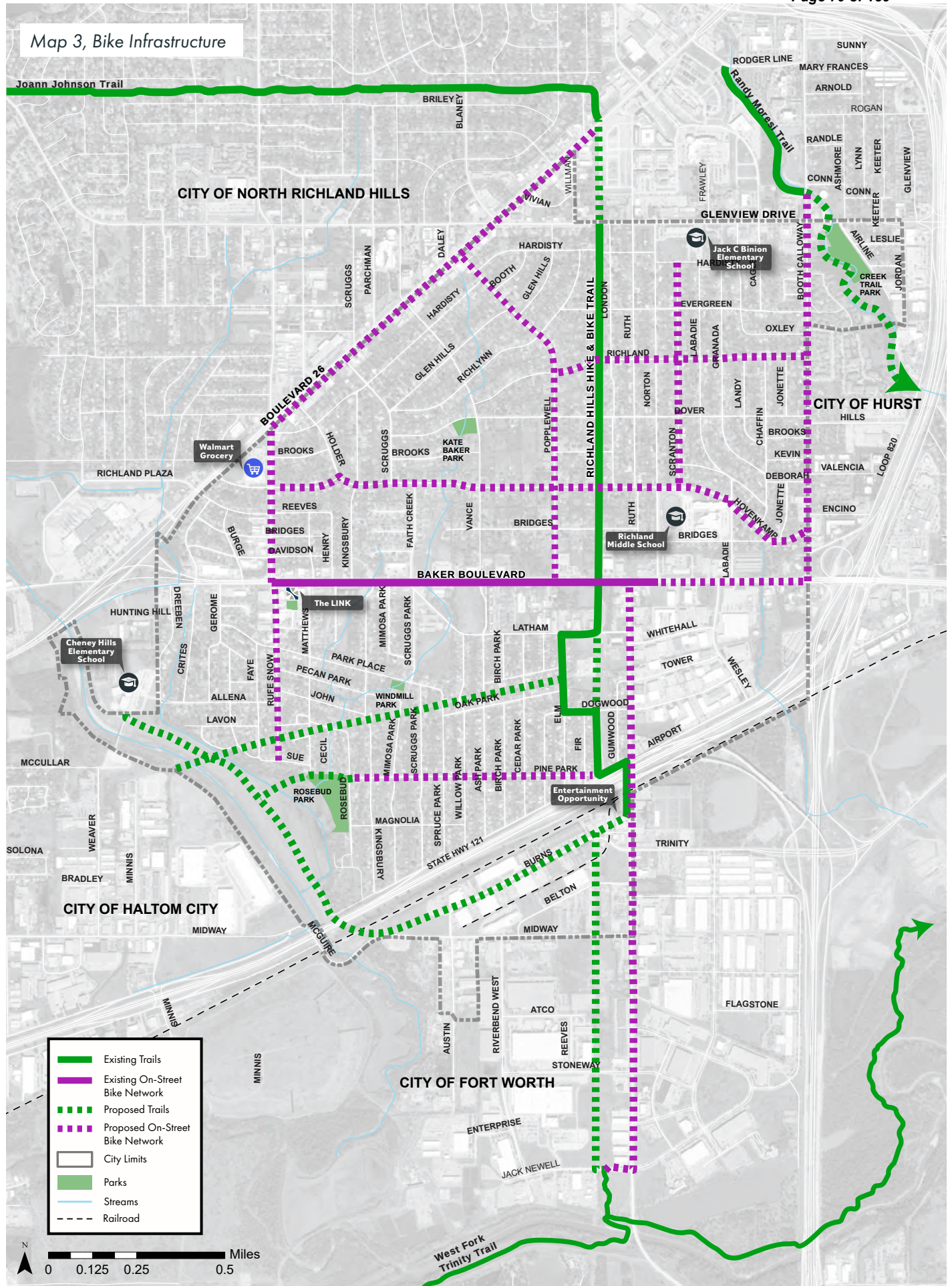
- Work to build a complete pedestrian network and over time strive to construct at least one sidewalk on every street in Richland Hills.
- Apply for funding and implement priority sidewalks identified on **Map 3, Prioritized Pedestrian Network**.
- Identify safety improvements at intersections specified on **Map 3, Prioritized Pedestrian Network**.
- Ensure developers contribute to the sidewalk and trail network by establishing sidewalk installation and/or dedication requirements for all new builds and triggering mechanism for installation of sidewalk on existing sites in coordination with the City.
- Market active mobility opportunities to residents and visitors.
- Coordinate with neighboring jurisdictions, state, and regional entities on regional connections for roads, and trails.
- Enhance access to the Hike and Bike Trail into neighborhoods via signage, trailheads, sidewalk connections, bike facilities, safety improvements, etc.
- Establish a plan for regular maintenance of streets.
- Limit heavy truck routes to reduce wear on neighborhood streets.
- Establish trailheads for the Hike and Bike Trail at Latham Drive and other key intersections or in coordination with future development of large sites (See **Chapter 4, Future Development** for more information).
- Ensure site planning includes well integrated pedestrian networks, connections from private spaces to public sidewalks, and building siting which orients to engage and activate public streets, trails, or sidewalks.
- Prioritize accessibility and inclusive design in all public and private projects.
- Ensure bike parking is provided near the Hike and Bike Trail, along bike routes, at community destinations, and in future development.
- Leverage private development opportunities to facilitate improvements to multimodal mobility.
- Expand the street network as part of larger redevelopments, seek to make new connections and smaller block sizes.
- Explore establishing rail quiet zones along Handley Ederville Road.



Map 2, Prioritized Pedestrian Network



Map 3, Bike Infrastructure



POTENTIAL PROGRAMS, POLICIES, OR NEXT STEPS

POTENTIAL REGULATIONS:

- Enhance development regulations or standards for sidewalks and bike facilities
- Promote shared driveways and inter-parcel connections to reduce curb cuts
- Develop and implement standards for driveway placement, width, and spacing to enhance safety, traffic flow, and pedestrian accessibility
- Encourage shared parking arrangements between businesses that maximize space utilization

POTENTIAL POLICIES:

- Coordinate with TxDOT and ONCOR for improvements to streets and trails
- Coordinate with neighboring municipalities on trail expansion opportunities

POTENTIAL INVESTMENTS:

- Develop a citywide Active Transportation Plan.
- Apply for Transportation Alternatives Set Aside Program and/or Safe Streets for All grants for sidewalks
- Apply for recreational trail grants to construct the Hike and Bike Trail extension
- Create a branded wayfinding signage for the Hike and Bike Trail
- Streetscape enhancements that prioritize active mobility and safety

MEASURES OF SUCCESS:

- Progress on completion of priority sidewalks identified in **Map 3, Prioritized Pedestrian Network**
- Increase in quantity and quality of sidewalks
- Construction of new bike infrastructure and regional trail connections identified in **Map 4, Bike Infrastructure**
- Increase in people walking, biking, and moving around Richland Hills without a car
- Decrease in disruptions to the sidewalk network (e.g. driveways, utility poles, abrupt sidewalk endings, etc)

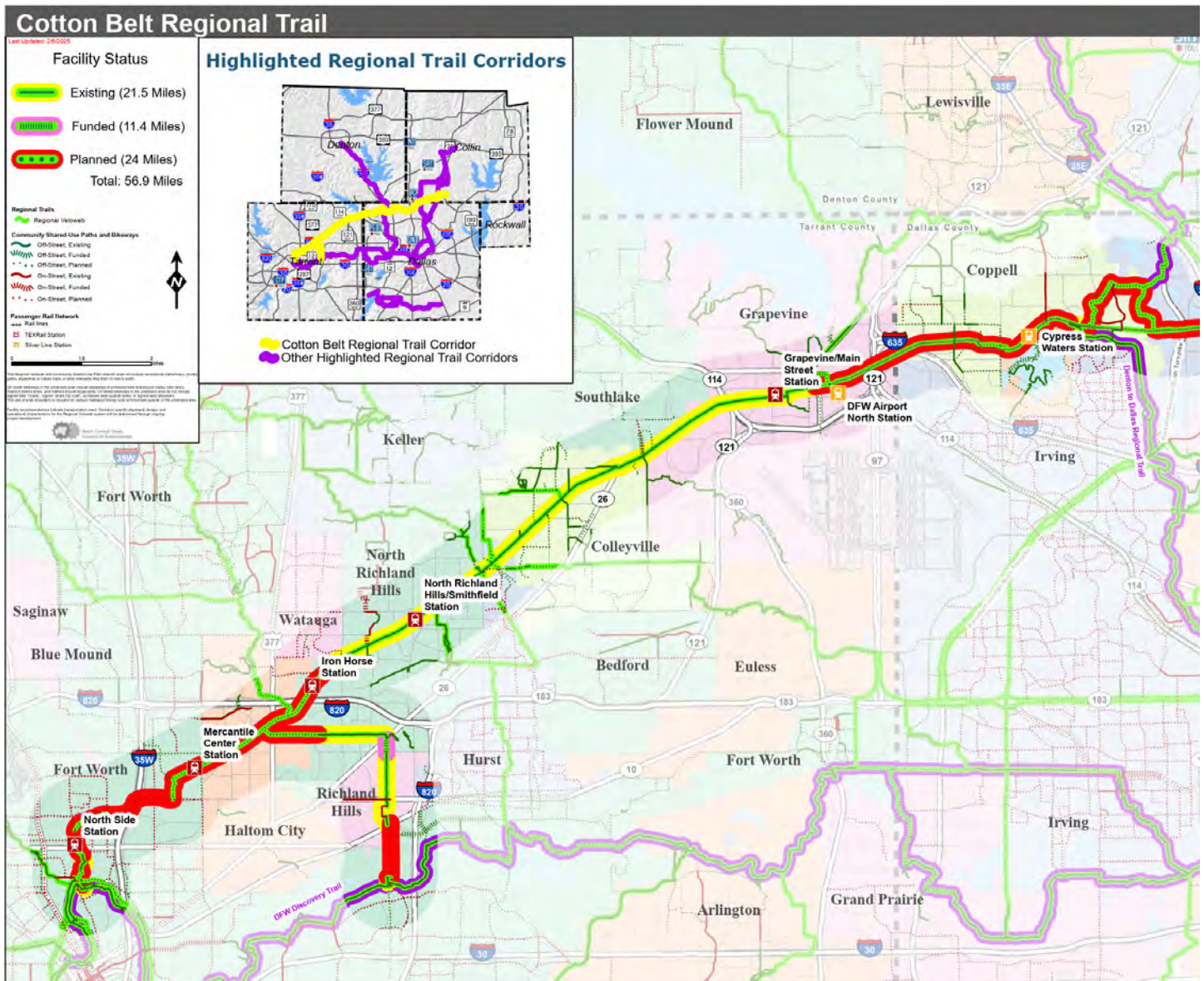
CASE STUDY: REGIONAL TRAIL CONNECTIONS

Cycling and other active mobility options are growing in popularity especially with the expansion of regional trail systems. Richland Hills is well positioned to be able to connect to several regional trails, including the Cotton Belt Trail Corridor, will connect Fort Worth to Plano. The Cotton Belt Regional Trail follows the TEXRail commuter rail and the future Silver Line rail. The trail connects a number of communities together and to other regional trails, creating a greater DFW regional trail network.

The Cotton Belt Trail is planned to span 56.9 miles, with 21.5 miles currently in place, 11.4 miles funded, and the final 24 miles are in the planning stages.

As seen below, a few small trail extensions in Richland Hills and North Richland Hills are planned to connect both cities to the Cotton Belt Trail Corridor and the Trinity River Trail.

Cotton Belt Regional Trail Map. Source: NCTCOG



STRONG NEIGHBORHOODS

Goal: Foster strong and identifiable neighborhoods that maintain foundational character while allowing for change, feel safe and inclusive, and integrate with natural resources and features.

WHAT DO STRONG NEIGHBORHOODS MEAN TO RICHLAND HILLS?

A strong neighborhood is more than just a collection of homes - it is a place where people know their neighbors, feel safe, and have access to amenities that enhance their daily lives. Neighborhoods reflect the city's unique character, and foster a deep sense of belonging. Throughout the engagement process for this plan, it was clear that residents of Richland Hills love their unique neighborhoods and have a strong desire to preserve their identity.

Neighborhoods in Richland Hills can be generally characterized as amenity-rich, with trees, sidewalks, and parks within walking distance. These features should be enhanced and expanded. New investment in existing neighborhoods should be context-sensitive in its design. While neighborhoods across Richland Hills share some common characteristics, there are differences in various neighborhoods which contribute to the city's unique character.

Recommendations in this section focus on establishing guidance for the long-term health and longevity of Richland Hills' neighborhoods. This section includes many objectives on context-sensitive development. As land values around Richland Hills increase, there is potential for housing infill or new development within the established neighborhoods. New homes should be visually compatible with fundamental patterns of the neighborhoods where they are built. While they do not need to copy the architectural style or size of existing structures, they should respect the key features or patterns of a neighborhood, especially along the street adjacent portion of the lot.

OBJECTIVES

- Enhance parks as places of community gathering and recreation within all neighborhoods by enhancing features such as pavilions, bathrooms, playscapes, etc.
- Improve neighborhood safety features such as lighting and traffic calming measures such as raised crosswalks, textured pavement for crosswalks, bulb outs, or other similar features to mitigate cut-thru traffic and speeding.
- Preserve and expand existing tree canopy.
- Encourage beautification efforts and enhanced landscaping throughout Richland Hills.
- Create resources to better engage communities or populations who are traditionally underrepresented in planning or government processes (e.g. community leader liaison for the City, coffee with the mayor, notices in other languages or simplified English, etc).
- Support strategic development of diverse housing options such as townhomes, duplexes, and modern rental units to attract new, younger residents.
- Support maintenance and repair of existing homes and properties through financial assistance, grant applications, or providing resources and information.
- Revise development regulations to provide greater flexibility for homeowners to expand their residences where such expansions respect existing neighborhood patterns.
- Focus on three major context types for single family residential outlined in **Chapter 4, Future Development**.
- Develop context-sensitive design standards through future zoning changes.



Azalea District in Tyler, Texas. Source: Visit Tyler

- Conduct a comprehensive analysis of current Accessory Dwelling Unit (ADU) standards and consider updates reflecting community vision in residential areas.

POTENTIAL PROGRAMS, POLICIES, OR NEXT STEPS

POTENTIAL PROGRAMS:

- Develop neighborhood or home improvement programs or incentives
- Apply to be an affiliate community of Keep Texas Beautiful

POTENTIAL POLICIES:

- Develop design guidelines for residential development
- Update zoning to include context sensitive requirements (e.g. examine setbacks to ensure each district is unique and ties to character)

POTENTIAL INVESTMENTS:

- Construct improvements at neighborhood parks
- Apply for Texas Parks and Wildlife recreation grants

KEY METRICS TO MEASURE SUCCESS:

- Decrease in number of nuisance complaints from neighborhoods
- Increase in private improvements to residential properties
- Increase in resident feelings of community connectivity or closeness
- Increase in beautification efforts in neighborhoods

CASE STUDIES - CONTEXT-SENSITIVE INFILL AND BEAUTIFICATION

CITY OF FAYETTEVILLE, AR – CONTEXT-SENSITIVE INFILL

Fayetteville demonstrated how encouraging context-sensitive development can enable more affordable homes that fit seamlessly into the neighborhood.

- Fayetteville adjusted zoning to allow missing middle housing (duplexes, townhomes, small multi-unit buildings) and reduce lot minimums.
- Previous 10,000 sq. ft. lot minimums limited housing supply and raised costs.
- Cottage courts and townhome clusters designed with front porches, rear alley access for vehicles, and native trees.

Example: The South Street Cottages development includes multiple small homes arranged around a shared green space, maintaining a neighborhood feel while increasing density.



South Street Cottages in Fayetteville, Arkansas

KEEP TEXAS BEAUTIFUL AFFILIATES

Keep Texas Beautiful (KTB) affiliates are qualifying cities, counties and/or communities that work alongside KTB to educate and engage Texans to take responsibility for improving their communities. Affiliates are the volunteers who organize local cleanups, design and implement recycling programs, and educate local populations.

Benefits:

- Networking Opportunities: Annual conference, partner organizations, etc.
- Development & Training: Best practices, mentorship, grant opportunities, online webinars, etc.
- Recognition: Award opportunities
- Program Support: Free supplies, an official KTB road sign, clean up events, etc.



Community clean up. Source: ktb.org

RESILIENT DRAINAGE INFRASTRUCTURE

Goal: Ensure diverse and resilient stormwater infrastructure that functions efficiently and equitably addresses risks to the city.

WHAT DOES RESILIENT DRAINAGE INFRASTRUCTURE MEAN TO RICHLAND HILLS?

Resilient drainage infrastructure in Richland Hills means having systems that can effectively manage both routine rainfall and extreme weather events. Resilient infrastructure is durable, efficient, and capable of helping the community recover quickly from storms or natural hazards.

Managing drainage in a fully built-out, urbanized environment like Richland Hills is particularly challenging, as stormwater runoff is influenced by development decisions in surrounding or upstream communities. Because the city sits downstream of several others, it must contend with runoff from those areas in addition to its own. Richland Hills is home to two named waterways, Big Fossil Creek and Calloway Branch Creek, along with several smaller, unnamed ephemeral creeks. Approximately 18% of the city, roughly 357 acres, falls within the 100-year floodplain, primarily in the greenspace surrounding Big Fossil Creek.

Most of Richland Hills was developed in the 1950s, before modern drainage standards were in place. While the City has made significant progress in installing stormwater infrastructure, further needed improvements remain costly and take time to implement. Continued investment in drainage upgrades is essential to reducing flood risks, protecting property, and ensuring long-term community resilience.

Public input emphasized concerns about drainage, stormwater runoff, and localized flooding. As Richland Hills grows and develops, it is crucial to invest in infrastructure that supports both new development and existing neighborhoods. Growth is essential for sustaining the city's economy and funding infrastructure improvements, but it must be managed carefully to avoid overburdening drainage systems.

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This section recommends strategies Richland Hills can explore to maintain, upgrade, and ensure effective drainage infrastructure.

OBJECTIVES

- Coordinate with local municipalities, state agencies, and regional partners on local and regional stormwater management, analysis, and initiatives.
- Participate in the State Flood Plan for the Trinity River Basin to identify projects which could be funded.
- Publish education on the importance of city infrastructure, standard practices for maintenance, and the pros and cons on infrastructure solutions.
- Minimize development within 100-year floodplains where possible and utilize green infrastructure and site design practices.
- Establish diverse funding strategies for infrastructure.
- Take the lead in strengthening existing partnerships while seeking opportunities for new partnerships when pursuing public infrastructure and community facility improvements.
- Leverage drainage infrastructure as a strategy for city beautification or multi-purpose function.
- Encourage low-impact design to allow for infiltration of stormwater.
- Monitor stormwater runoff to proactively identify future blockages or other problems.
- Establish emergency exits/gates on dead end roads prone to flooding (e.g. Leslie Drive and Norma Lane).

POTENTIAL PROGRAMS, POLICIES, OR NEXT STEPS

POTENTIAL PROGRAMS:

- Seek partnerships on regional stormwater management
- Participate in the State Flood Plan
- Education for citizens on drainage infrastructure importance, standard practices, etc.

POTENTIAL POLICIES:

- Develop incentives for low impact design
- Consider adopting a low impact design manual for implementation and maintenance

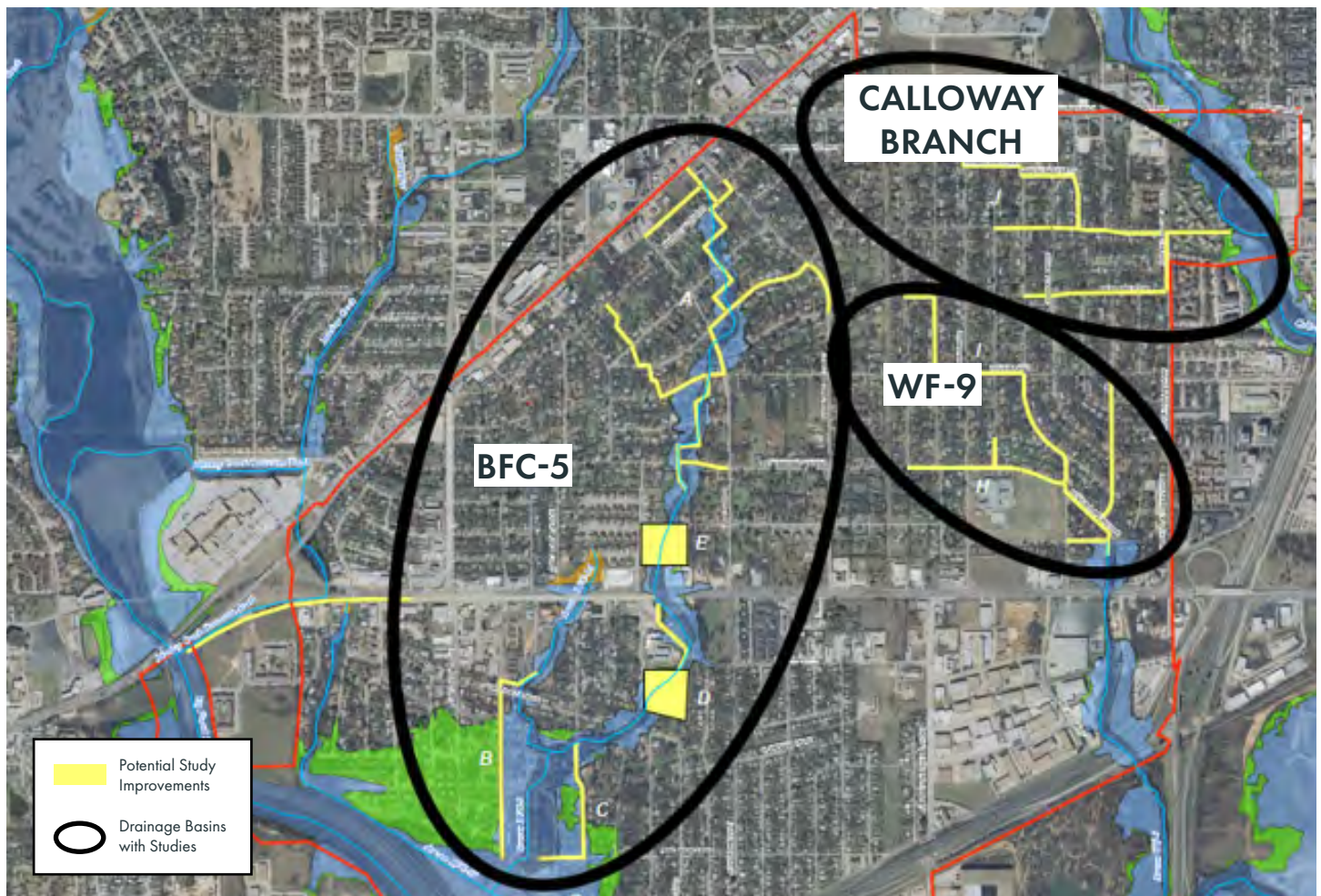
POTENTIAL INVESTMENTS:

- Apply for the Hazard Mitigation Grant Program and/or the Clean Water State Revolving Fund – Emerging Contaminants for stormwater infrastructure improvements
- Pursue stormwater infrastructure improvements along Big Fossil Creek Tributary 5 (BFC-5) and/or Calloway Branch Creek

MEASURES OF SUCCESS:

- Decrease in reported instances of flooding
- Regional investments that benefit Richland Hills
- Increase in on-site low impact design (LID) features in private development
- Clear data of reported flooding instances and their distribution within the city

Major drainage basins in Richland Hills



LOW IMPACT DEVELOPMENT

Low Impact Development (LID) is a stormwater management tool that can be used on a site-by-site basis or at a region-wide level. LID aims to control stormwater by infiltrating, storing and detaining water at its source. The goal is to reduce runoff, improve water quality, store groundwater, and lower cost of stormwater management. The North Central Texas Council of Governments offers a program to assist cities in achieving their goals for stormwater management. The program provides guidance on certification, technical manuals, and other resources. Below are some examples of LID for stormwater management:



- **Vegetated swales** are covered with vegetation and help convey and treat stormwater better than standard ditches. These are useful adjacent to parking lots, roadways and near residential and commercial developments.



- **Permeable pavement** allows water to pass through a surface onto an underlying rock base that is then directed to a drain or detention area. They can be used for parking areas, roadways, and plazas.



- **Green roofs** are vegetative layers on rooftops that help absorb and filter rainwater. This can be done on new or existing residential and commercial buildings.

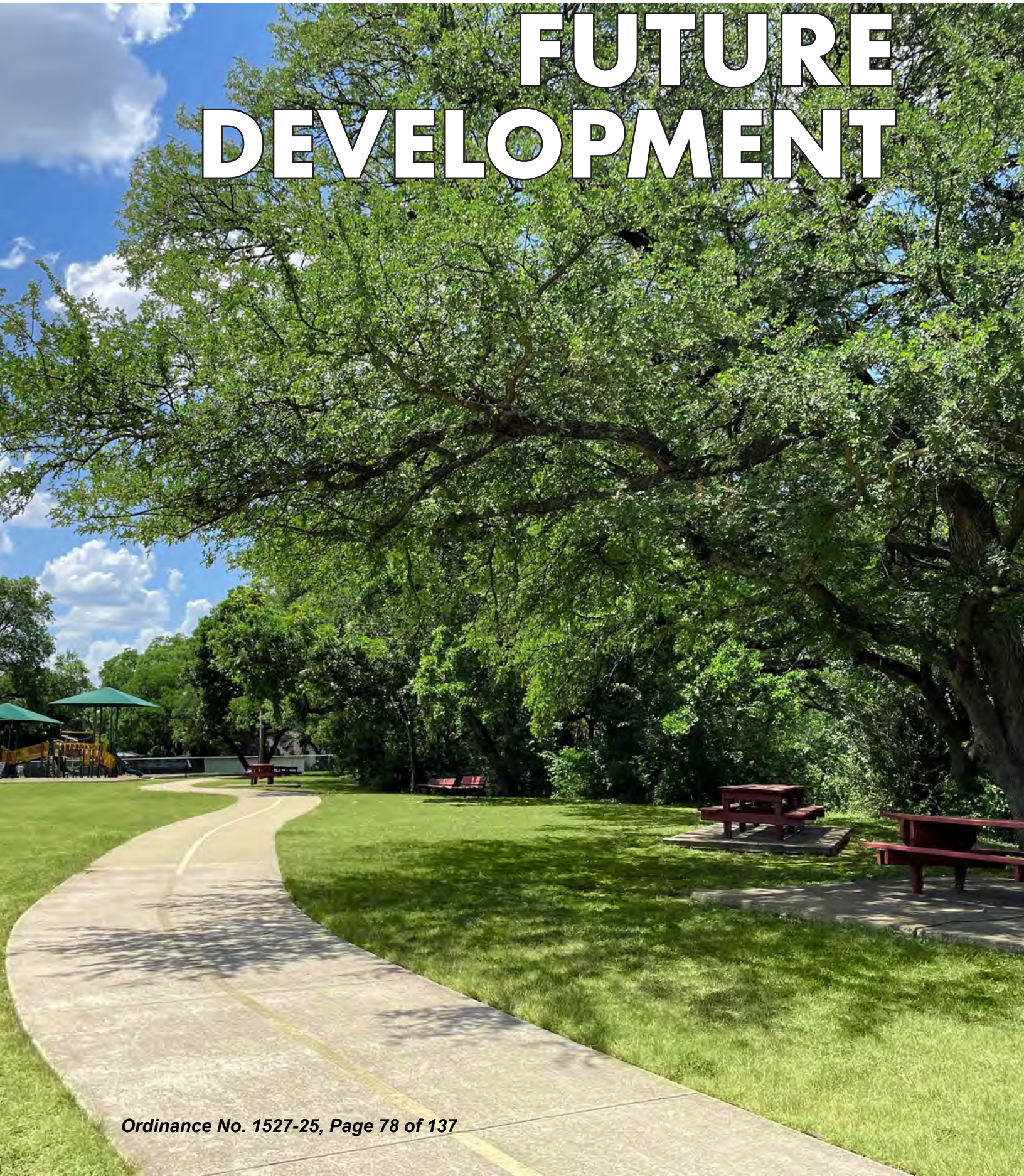


- **Rainwater harvesting** can be done with rain barrels connected to a homes gutters and downspout to contain water on-site for reuse. These are commonly used for single family homes.

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CHAPTER 4

FUTURE DEVELOPMENT



FUTURE DEVELOPMENT

OVERVIEW

The Richland Hills Comprehensive Plan future development framework defines neighborhoods, corridors, and subareas based on community supported character, scale, form, and function. This plan uses a place-based approach to planning and development which focuses on defining the mix of uses that collectively establish the community's vision for a given area while also emphasizing the physical form of development.

FLEXIBILITY AND INTERPRETATION

This chapter provides policy guidance and recommendations for land use, form, the revitalization of key corridors and subareas, and guidance for context-sensitive development in neighborhoods. It serves as a framework for anticipated revisions and alignment of the city's development codes, capital improvement planning programs, and the services and investments made by other agencies and organizations within the city and surrounding counties. In addition to guiding proactive policy choices, this framework should guide all reactive land use decisions as well (e.g. rezonings, planned development applications, etc).

Increased land use flexibility that promotes redevelopment and revitalization will need to be balanced by regulatory codes that promote and emphasize quality design and construction that is pedestrian focused and creates memorable places. The city's goal of Quality of Place emphasizes the need for more public and private amenities and features.

Future regulatory codes should balance flexibility

in land use with design standards, ensuring:

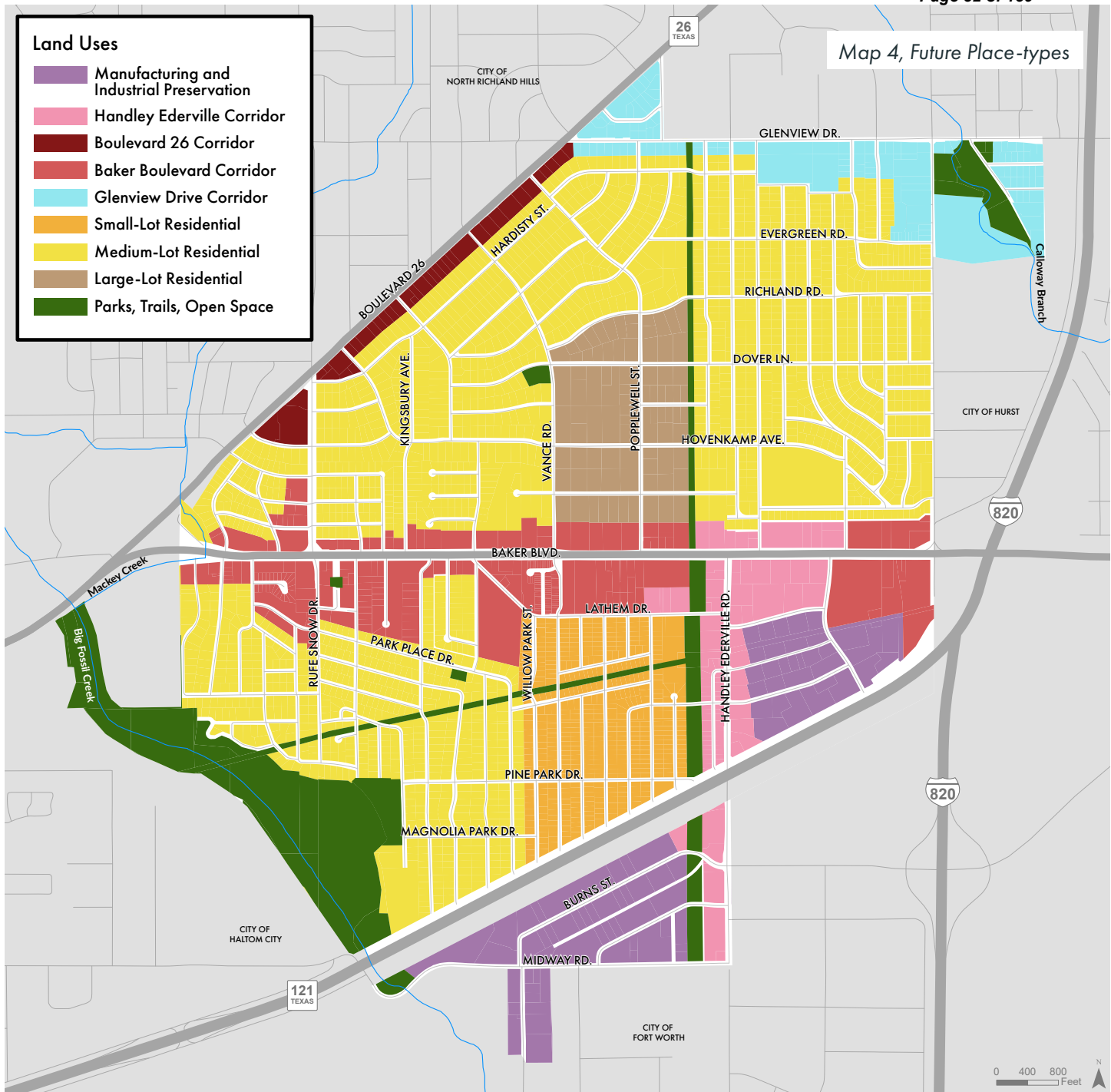
- High-Quality Design: Attractive, inviting spaces that draw residents and visitors.
- Connectivity: Walkable connections between neighborhoods, commercial districts, trails, and parks.
- Diverse Options: Housing variety within mixed-use, amenity-rich areas that meet evolving community needs.

This framework takes a holistic approach to placemaking at a broader scale, integrating land use, transportation, site planning, and design considerations. Encouraging reinvestment in vacant and underutilized properties by thinking of Richland Hills as a network of unique destinations connected by multimodal transportation, emphasizing not just land use, but also design, functionality, and infrastructure access.

FUTURE PLACE-TYPES

The future place-types outlined in this section define desired development characteristics and serve as a tool for staff, elected and appointed officials, investors, and the community in decision-making. Each place-type includes a description of its overall desired future character, highlighting typical uses, key physical features, mobility considerations, and defining elements.

The place-types are shown in **Map 4, Future Place-types** and described on the following pages.



Place-type	Acres	%
Manufacturing and Industrial Preservation	122.1	7.8
Handley Ederville Road Corridor	73.5	4.8
Boulevard 26 Corridor	26.9	1.7
Baker Boulevard Corridor	159.6	10.3
Glenview Drive Corridor	86.1	5.5
Small-Lot Residential	101.2	6.6
Medium-Lot Residential	726.3	46.6
Large-Lot Residential	92.5	5.9
Parks, Trails, and Open Space	168.1	10.8
Total	1,556.3	100%

FUTURE PLACE-TYPE COMPONENTS

The nine place types, beginning on page 75, are each presented with sections detailing their land use composition and urban design characteristics to establish a clear framework for development.

DESCRIPTION

A narrative description of the future character and intent of each place-type.

LAND USE MIX

Target land uses within a place-type are those that are most prominent and play a pivotal role in characterizing the place-type. Compatible land uses serve an ancillary function that complements the target land use. Specific land use mix and urban design characteristics are summarized for each place-type category.

This place-based plan is not necessarily concerned with the specific use of individual properties, but rather how various uses should function together to create the desirable character and collective mix of uses that establish a “place” within Richland Hills.

REPRESENTATIVE IMAGES

Representative images from Richland Hills or other communities demonstrating the types of development or characteristics desired for each place-type. Intended only as a visual component to complement the area description.

TARGET URBAN DESIGN CHARACTERISTICS

- Urban Design Characteristics Descriptions
 - This section explores how development should interface and frame street frontages on the city’s key corridors. Descriptions of various urban design objectives for site planning, building form, contextual design considerations and other similar revitalization and placemaking considerations. Various development considerations are highlighted.
- Corridor Diagram
 - Illustrative diagrams are included for the Glenview Drive Corridor, Boulevard 26 Corridor, Baker Boulevard Corridor, and Handley Ederville Road Corridor. These diagrams are not to scale and are only a visual representation of various urban design characteristics to demonstrate the vision for each corridor.

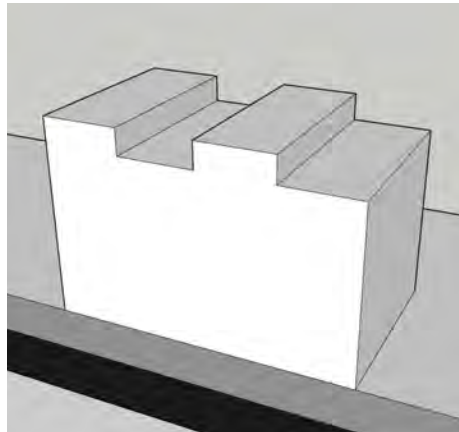
MASS VARIATION AND BUILDING ARTICULATION STRATEGIES

The following graphics illustrate building articulation and variation strategies, providing visual examples of key urban design concepts for different place-types. These diagrams clarify important building form and design goals, helping to define the terms used throughout this section. They are intended as diagrammatic, conceptual guides rather than strict design requirements.

Mass Variation Methods

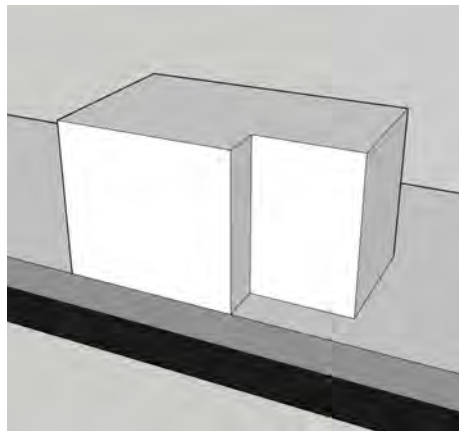
Height Variation

A height variation is an actual change in the vertical scale of a building of at least one floor



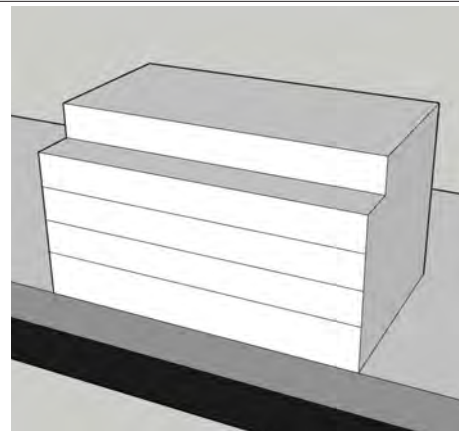
Increased Setbacks

An increased setback is similar to a minor wall offset, cut with a larger dimension. It is established by providing a larger setback on a portion of a wall for its full height.



Upper Level Stepback

An upper level stepback is similar to an increased setback, but it only occurs on upper floor(s). It is created by setting back an upper story building wall relative to those on a lower story to reduce potential looming impacts of a larger building.

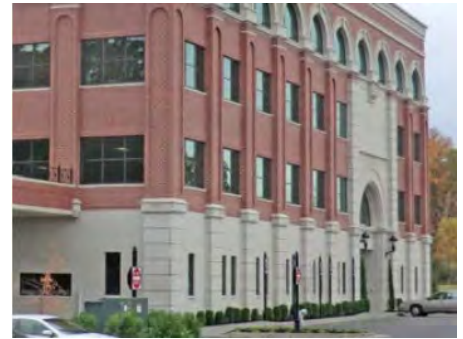
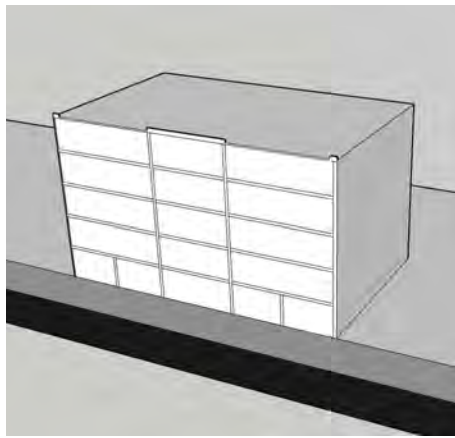


Facade Articulation Methods

Accent Lines

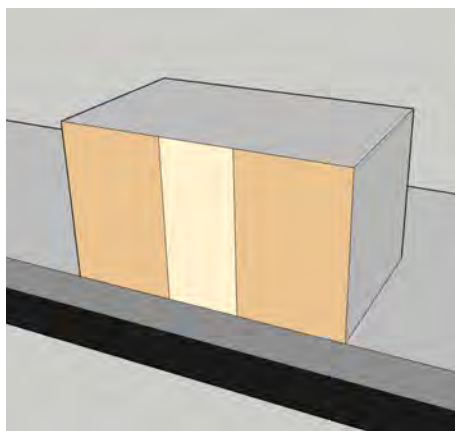
Accent lines include vertical and horizontal expression lines on a building wall. An accent line often projects slightly from the face of a building wall. Examples can include:

- Moldings
- Sills
- Cornices
- Canopies
- Spandrels



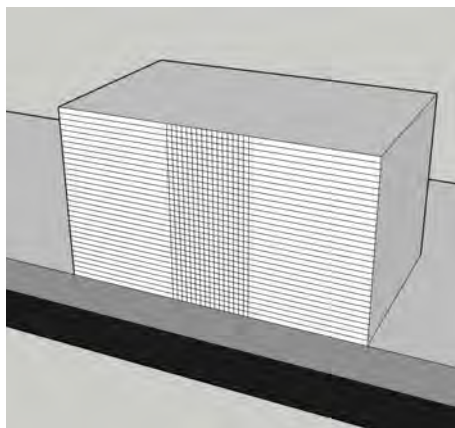
Color Changes

Color changes include significant vertical or horizontal changes (15'-30' min) in color on a building wall.



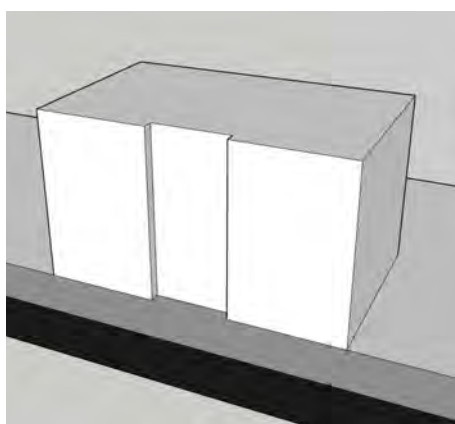
Horizontal Changes

Material changes include significant vertical or horizontal changes (15'-30' min) in material on a building wall.



Minor Wall Plane Offsets

A minor wall offset is a vertical expression line created by notching a building wall for its full height. Minor wall offsets are typically 5 feet or less.



GLENVIEW DRIVE CORRIDOR

DESCRIPTION

The vision for the Glenview Drive Corridor is a highly-walkable, mixed-use district emphasizing development that contributes to a community hub for shopping, dining, employment, and living. Building upon the development in City Point, the corridor will become a cohesive, walkable “main street” for Richland Hills with improved visual character, vibrant businesses, and green spaces like Creek Trail Park. Revitalization efforts will include better infrastructure, adaptable office spaces, and coworking hubs, making the area accessible for all modes of transportation and connecting the community according to the adopted Glenview Corridor Study.

LAND USE MIX

TARGET USES

- Mixed-use developments that integrate residential, retail, professional services, and multi-family housing in a walkable setting.
- Parks, trails, and public gathering spaces contribute to an active streetscape.

COMPATIBLE USES

- Offices, personal services, institutional facilities are appropriate within the corridor, complementing the target land uses.
- Townhouses or similar attached housing products may be appropriate for larger sites or developments.

INAPPROPRIATE USES

- Single-family homes, warehouses, heavy commercial businesses, and manufacturing are not suitable for this corridor as they conflict with its “main street” vision.

REPRESENTATIVE IMAGES



Urban sidewalk example in Baxter Village, South Carolina



Mixed-use building example in Baxter Village, South Carolina



Urban shopping street example in Chicago, Illinois



Active sidewalk example in Plano, Texas



Sidewalk cafe example in Fort Worth, Texas



Sidewalk cafe example in Baxter Village, South Carolina

TARGET URBAN DESIGN CHARACTERISTICS

The following urban design characteristics are targeted for properties along Glenview Drive.

BUILDING PLACEMENT

- Buildings placed at or close to the street property line to physically frame the streetscape to increase pedestrian comfort.

STREET WALL CONTINUITY (SIDE SETBACKS)

- Uniform street wall to create “main street” feeling with few gaps between buildings. Occasional paseos may allow access to rear parking.

PARKING LOCATION

- Maintain an active street frontage along Glenview Drive. Prohibit surface parking along Glenview Drive in new development.

VEHICLE ACCESS TO PARKING

- Require access to be taken from side streets to prioritize pedestrian environment along Glenview Drive. Encourage cross-access between properties to minimize curb cuts on Glenview Drive. As the corridor redevelops encourage consolidated curb cuts to reduce disruptions to pedestrian environment.

BUILDING ORIENTATION

- Building entries open directly onto the sidewalk or outdoor gathering space abutting the sidewalk on Glenview Drive to create an active pedestrian environment. See scenario A on the right. Scenario B may also be appropriate in some cases.

VERTICAL BUILDING SCALE

- Encourage building height between 3-5 stories along Glenview Drive.

GROUND FLOOR DESIGN AND ACTIVATION

- Activated street frontage and ground floor design, high degree of transparency, high frequency of building entries, active non-residential uses and outdoor café seating to connect public realm to building visually and physically and to create visual interest along the street.

FACADE ARTICULATION

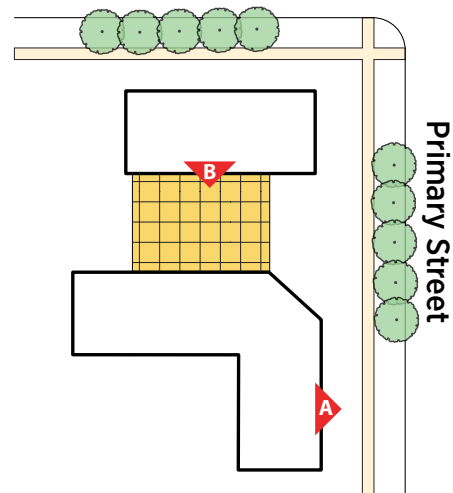
- Articulate building mass with vertical and horizontal elements (windows, spandrels, cornice lines, sills, etc.).

VARIATION OF BUILDING MASS

- Vary building mass on upper floors (3 stories and above) with upper story stepbacks, varied height and other variation methods.

TRANSITIONS

- Non-residential uses should integrate design techniques to ensure a sensitive transition to and interface with a low-density neighborhood.

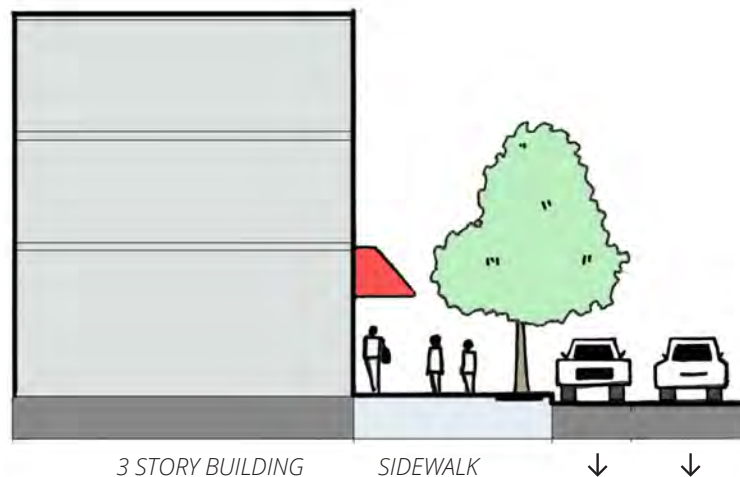


- ▲ A Building entry facing primary street
- ▲ B Building Entry is oriented towards publicly accessible open space, visible from primary street

Figure 4.1, Glenview Drive Corridor Diagram



Figure 4.2, Glenview Drive Corridor Street Section



BAKER BOULEVARD CORRIDOR

DESCRIPTION

The vision for the Baker Boulevard Corridor is to enhance the corridor's role as a hub for civic spaces and neighborhood-oriented amenities like childcare, restaurants, and personal services, while also accommodating larger-scale uses such as hotels, grocery stores, and employment uses. This corridor should be well connected to adjacent neighborhoods via trails, sidewalks, and bike facilities and encourage growth which enhances the surrounding residential neighborhoods.

With its central location, this east-west corridor has an opportunity to equably serve the needs of residents in the neighborhoods to the north and south. The community vision for Baker Boulevard emphasizes ample landscaping complementing wide sidewalks. This vision for a "green" boulevard will be difficult to achieve on some smaller or shallower parcels along the corridor.

LAND USE MIX

TARGET USES

- Neighborhood-serving retail such as restaurants, personal services, childcare facilities, grocery stores.
- Hotels, offices, or larger commercial developments.
- Mixed-use developments.
- Small-scale institutional uses such as schools or public buildings.
- Parks and trails are integral, promoting active lifestyles and connectivity.

COMPATIBLE USES

- Some automobile-related businesses, warehousing, light commercial uses may be allowed, provided they are designed to minimize disruption to pedestrian activity and adjacent residential areas.

INAPPROPRIATE USES

- Single-family residential developments are discouraged, as they do not align with the district's intent for a more dynamic mix neighborhood uses.
- Businesses reliant on outdoor storage are also unsuitable, as they can detract from the district's character and pedestrian-friendly environment.

REPRESENTATIVE IMAGERY



Pedestrian gathering space example in Boulder, Colorado



Landscaped sidewalk example in Cedar Hill, Texas



Limited front parking example in Fairview, Texas



Landscaped sidewalk example in Hot Springs, Arkansas



Activated corner building example in Fort Worth, Texas



Landscaped sidewalk example in Baxter Village, South Carolina

TARGET URBAN DESIGN CHARACTERISTICS

The following urban design characteristics are targeted for properties along Baker Boulevard.

BUILDING PLACEMENT

- Buildings placed moderately close to the street property line, but allowing some variation in the setback to create variety and opportunities for public space and landscaping. Flexibility should be provided for shallower parcels.

STREET WALL CONTINUITY (SIDE SETBACKS)

- Variable street wall, moderate side setbacks can create greenspace, gathering spaces, and pedestrian connections from the right-of-way to the rear of the property.

PARKING LOCATION

- Behind buildings where feasible. Where surface parking is provided between a building and Baker Boulevard limit to one double-row of parking (about 64 feet).

VEHICLE ACCESS TO PARKING

- Encourage access from side streets, cross-access between properties, and curb cut consolidation where feasible to reduce disruptions to pedestrian environment.

BUILDING ORIENTATION

- Building entries should mostly face Baker Boulevard but may face an interior parking area, gathering space, or side street, provided the entry is visible from Baker Boulevard.

VERTICAL BUILDING SCALE

- Encourage building heights between 2-6 stories.

GROUND FLOOR DESIGN AND ACTIVATION

- Encourage window transparency to connect interiors with the public realm (e.g. café seating, display windows, or public art). Allow flexibility for ground floor design and activation, to encourage interior activation, but prioritize walls facing Baker Boulevard to enhance visual interest.

FACADE ARTICULATION

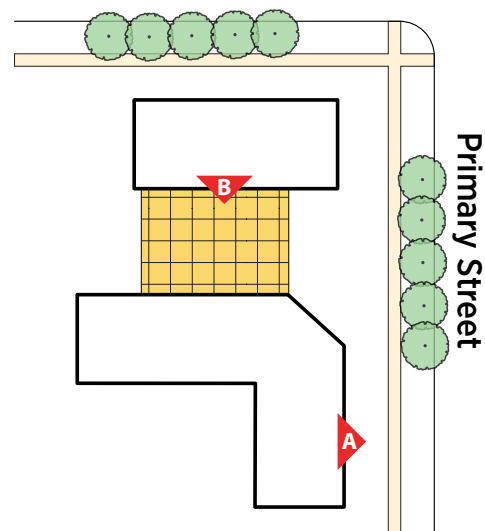
- For larger and longer buildings, articulate building mass with vertical and horizontal elements (windows, spandrels, cornice lines, sills, etc) to create visual interest.

VARIATION OF BUILDING MASS

- Vary building mass on larger buildings with relief in the plane of the building wall, utilizing methods like wall plane offsets, chamfered corners, variation in height, upper story stepbacks, forecourts, and other variation methods.

TRANSITIONS

- Non-residential uses should integrate design techniques to ensure a sensitive transition to and interface with a low-density neighborhood.



- A** Building entry facing primary street
- B** Building Entry is oriented towards publicly accessible open space, visible from primary street

Figure 4.3, Baker Boulevard Corridor Diagram

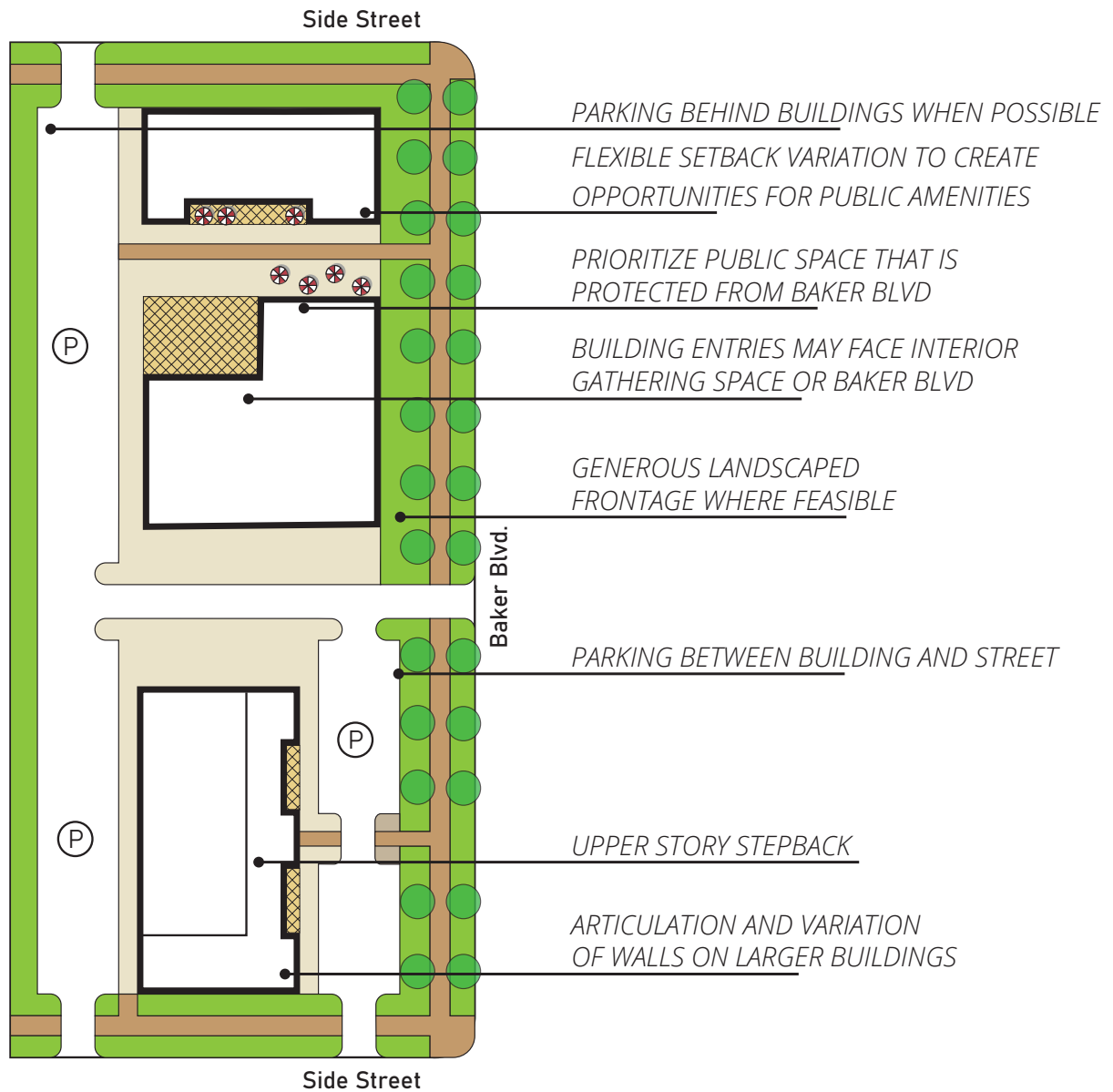
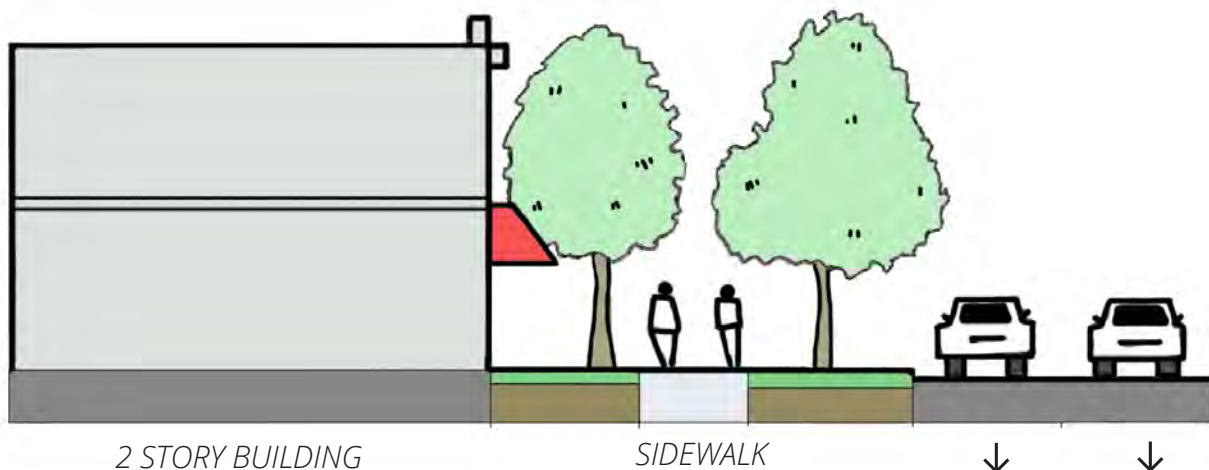


Figure 4.4, Baker Boulevard Corridor Street Section



HANDLEY EDERVILLE ROAD CORRIDOR

DESCRIPTION

The vision for the Handley Ederville Road Corridor is to establish a creative district anchored by a vibrant entertainment hub, seamlessly blending the past and future through the adaptive reuse of industrial buildings along the Corridor while maintaining the internal industrial base and capitalizing on regional trail connections. This area should evolve into an eclectic destination that creates a unique experience that draws visitors and energizes Richland Hills.

The Handley Ederville Road Corridor place-type is envisioned as a dynamic, destination-oriented area that blends entertainment, retail, and artisanal industries.

LAND USE MIX

TARGET USES

- Retail, restaurants, breweries, etc.
- Artistic or innovation spaces, craft manufacturing operations, such as woodshops and glassblowers, etc.
- Entertainment uses such as sports complexes, recreational facilities.
- Parks, trails, and public gathering spaces enhance the district's appeal as an active community hub.
- Mixed-use developments integrating residential or office space above commercial uses are appropriate in most instances.

COMPATIBLE USES

- Multi-family housing and office spaces are suitable when designed to complement the district's commercial and entertainment focus and will not impact operations in adjacent areas designated with the Manufacturing and Industrial Preservation place-type.

INAPPROPRIATE USES

- Single-family homes and duplexes.
- Industrial, heavy commercial, and manufacturing.

REPRESENTATIVE IMAGERY



Pedestrian alley example in Mansfield, Texas



Pedestrian alley example in Dallas, Texas



Trail oriented business example in Dallas, Texas



Trail oriented business example in Dallas, Texas



Adaptive reuse example in Austin, Texas



Artistic bike rack example in Denton, Texas

TARGET URBAN DESIGN CHARACTERISTICS

The following urban design characteristics are targeted for properties along Handley Ederville Road.

BUILDING PLACEMENT

- Flexible building placement along the street property line to encourage variety, create internal gathering spaces, and engage and connect with the Hike and Bike Trail corridor. Internal spaces are preferred due to challenges with Handley Ederville frontage and the goal of fostering trail-connected development.

STREET WALL CONTINUITY (SIDE SETBACKS)

- Variable or inconsistent street wall, prioritize creating gathering spaces between buildings.

PARKING LOCATION

- Parking siting may be flexible but is discouraged between a building and Handley Ederville Road. Parking lots to the side of buildings are encouraged, allowing for views and pedestrian connections from Handley Ederville to the Hike and Bike Trail.

VEHICLE ACCESS TO PARKING

- Encourage access from side streets, cross-access between properties, and curb cut consolidation where feasible to reduce disruptions to pedestrian environment.

BUILDING ORIENTATION

- Building entries may face Handley Ederville Road or an interior parking area, gathering space, or the Hike and Bike Trail. See scenario A and B on the right.

VERTICAL BUILDING SCALE

- North of State Highway 121 encourage building height between 2-3 stories, although higher scale or intensity is appropriate at the intersection with Baker Boulevard. South of State Highway 121 building heights up to 6 stories could be allowed.

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GROUND FLOOR DESIGN AND ACTIVATION

- Emphasize ground floor design and activation on walls that face outdoor amenity spaces and trail connections. Ensure some visual interest provided on walls facing Handley Ederville Road with ample window transparency, creative signage, murals, or landscaping.

FACADE ARTICULATION

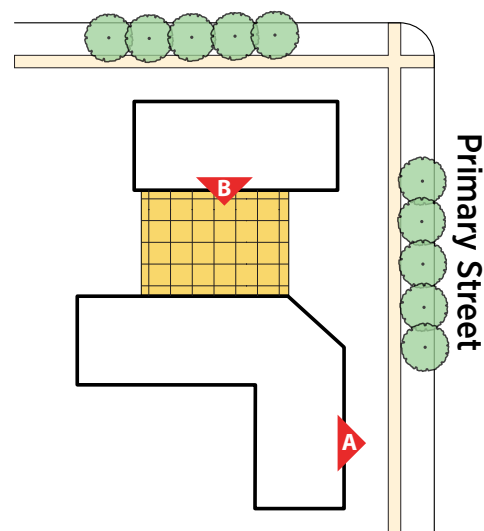
- For larger and longer buildings, articulate building mass with vertical and horizontal elements (windows, spandrels, cornice lines, sills, etc). Minimal, utilitarian, and industrial design elements are appropriate.

VARIATION OF BUILDING MASS

- Mass variation is less critical except in the case of a larger building.

TRANSITIONS

- Adaptive reuse of outmoded warehouse buildings is encouraged to transition legacy industrial areas to uses that foster pedestrian activity and support the eclectic vision.



- A** Building entry facing primary street
- B** Building Entry is oriented towards publicly accessible open space, visible from primary street

Figure 4.5, Handley Ederville Road Corridor Diagram

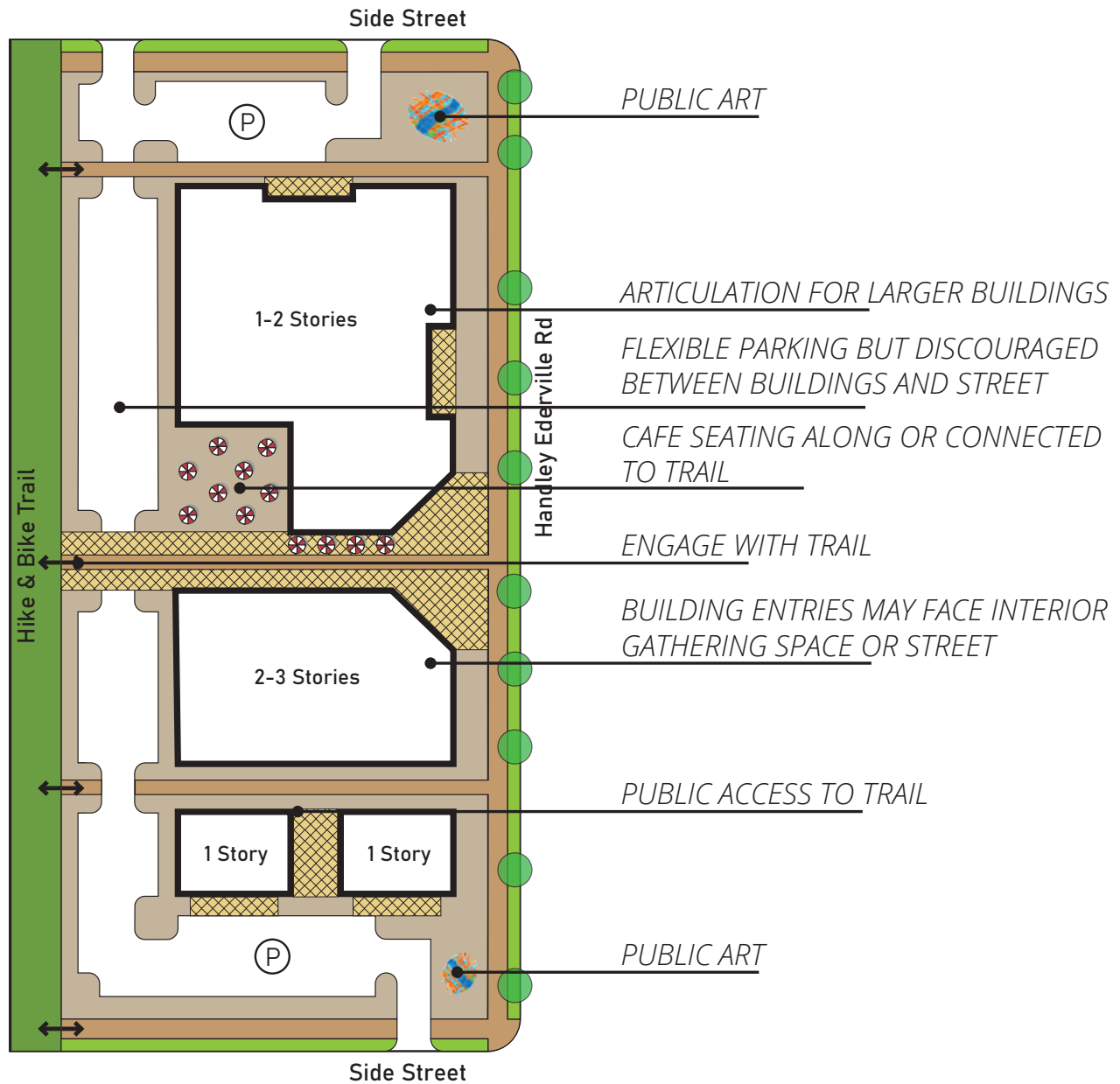
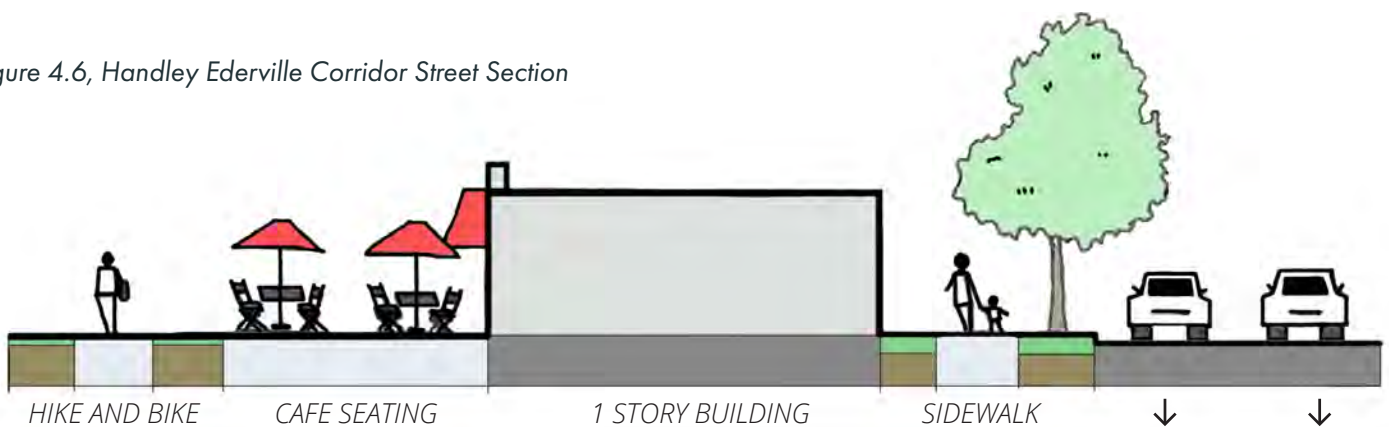


Figure 4.6, Handley Ederville Corridor Street Section



BOULEVARD 26 CORRIDOR

DESCRIPTION

The Boulevard 26 Corridor place-type is envisioned as a flexible commercial and service-oriented corridor designed to capture regional traffic traveling along Boulevard 26 while maintaining a high-quality, visually appealing streetscape.

Narrow properties on this corridor could be reconfigured to share parking and access to facilitate adaptive reuse and investment opportunities. Larger redevelopment opportunities may emerge if properties are consolidated. The goal is to optimize tax revenue collection to reinvest in key central areas with high local engagement, such as Baker Boulevard, Glenview Drive, and Handley Ederville Road.

LAND USE MIX

TARGET USES

- Retail, restaurant, office, and personal services that activate the corridor and provide essential goods and services.
- Drive-thru businesses, grocery stores, and banks that align with the needs of commuters, regional visitors, and residents alike.

COMPATIBLE USES

- Hotels
- Institutional uses such as medical offices.
- Automobile-related businesses and auto service centers, provided they incorporate appropriate design and screening measures to minimize visual impacts.

INAPPROPRIATE USES

- Single-family residential developments are discouraged for fiscal reasons and due to the high-traffic nature of the corridor.
- Businesses reliant on outdoor storage are unsuitable, as they can detract from the corridor's visual character and economic viability.

REPRESENTATIVE IMAGERY



Commercial development example in Austin, Texas



Drive-through example in Kahala, Hawaii



Commercial development example in Plano, Texas

TARGET URBAN DESIGN CHARACTERISTICS

The following urban design characteristics are targeted for properties along Boulevard 26.

BUILDING PLACEMENT

- Buildings placed moderately close to the street property line where possible but allow significant flexibility to address shallow parcel depths and maintain easy vehicle access from Boulevard 26.

STREET WALL CONTINUITY (SIDE SETBACKS)

- Inconsistent street wall, priority is access to buildings and parking.

PARKING LOCATION

- Flexibility in location due to parcel size limitations and automobile access priorities.

VEHICLE ACCESS TO PARKING

- Provide significant flexibility for vehicle access while maintaining safe mobility for all. Consolidate driveways from Boulevard 26 to the extent feasible.

BUILDING ORIENTATION

- Building entries should face Boulevard 26.

VERTICAL BUILDING SCALE

- Encourage building height between 1-3 stories. Consider additional big tax and employment generators if developments are designed well and would benefit the community.

GROUND FLOOR DESIGN AND ACTIVATION

- Transparency and visual interest required on walls facing Boulevard 26.

ARTICULATION AND VARIATION OF BUILDING MASS

- For larger and longer buildings, articulate building mass with vertical and horizontal elements (windows, spandrels, cornice lines, sills, etc.).

Figure 4.7, Boulevard 26 Corridor Diagram

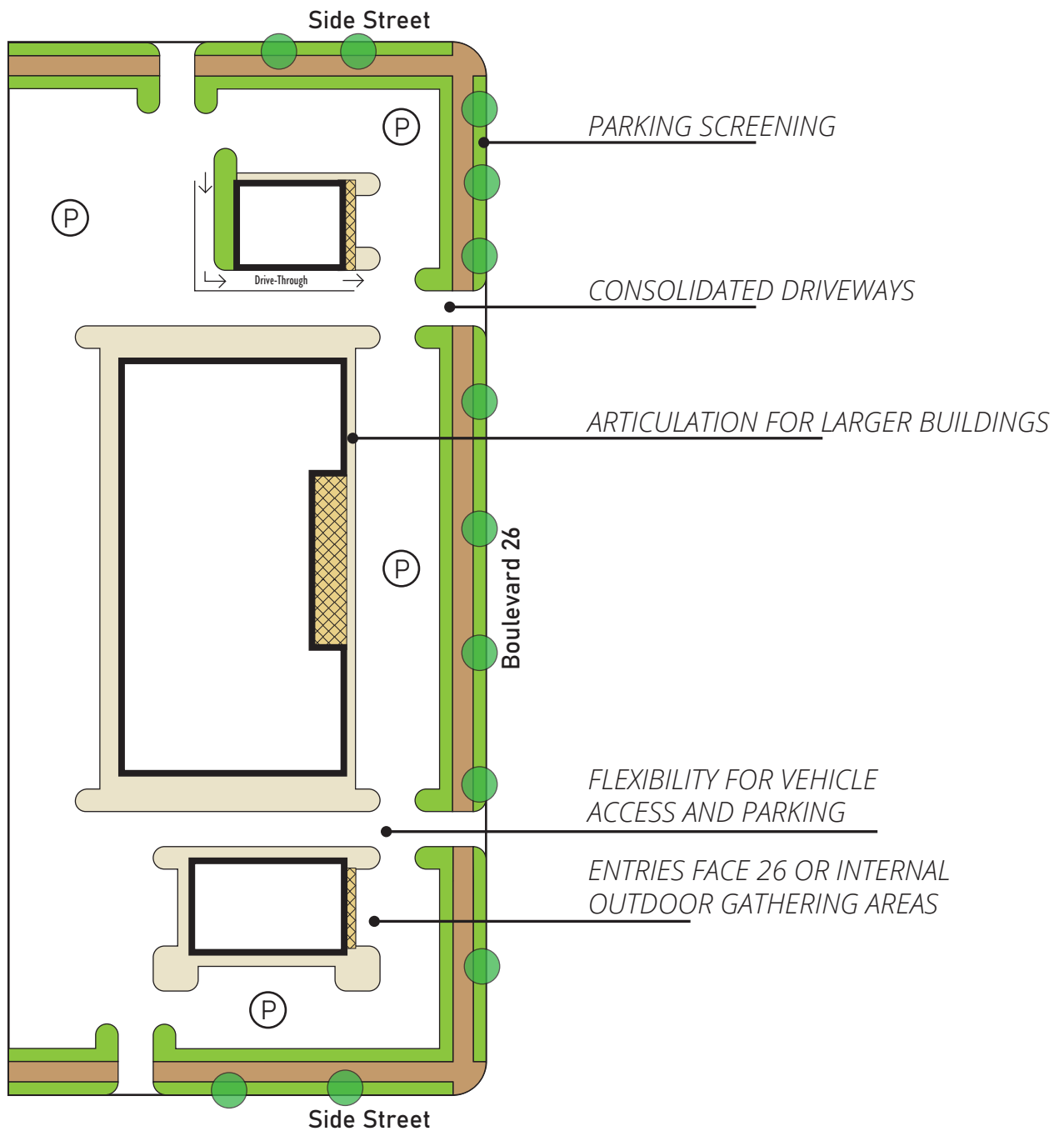
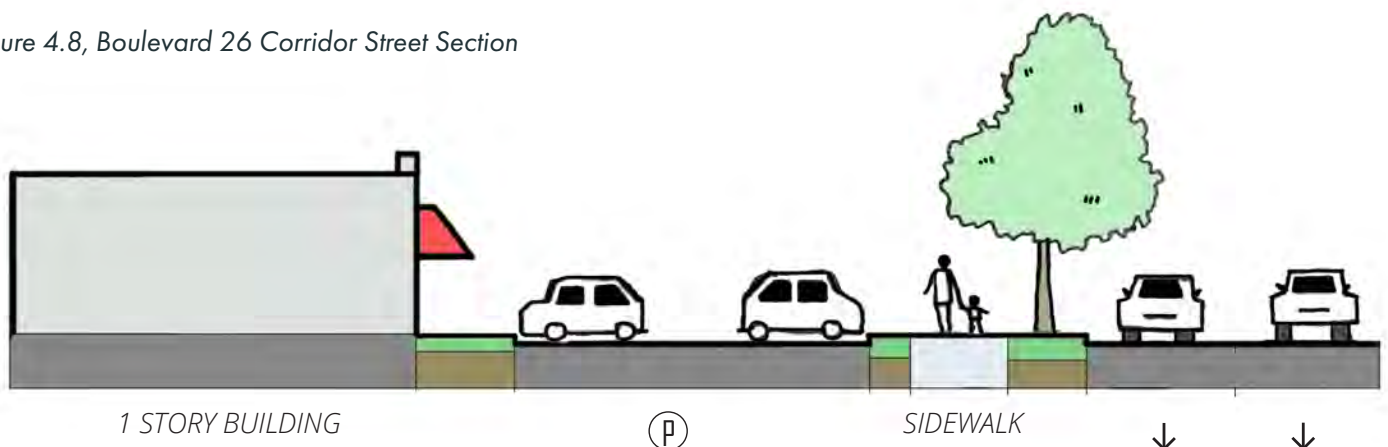


Figure 4.8, Boulevard 26 Corridor Street Section



SMALL-LOT RESIDENTIAL

DESCRIPTION

The Small-Lot Residential place-type preserves the character of older neighborhoods with small and narrow lots while allowing for context-sensitive additions, infill, and flexibility in home style. This area is one of the oldest residential communities in the city. Homes north of Pine Park Drive date back to pre-1954 construction, while those to the south were built between 1954 and 1975. Despite its age, the neighborhood maintains a cohesive residential feel, with only one cul-de-sac interrupting its traditional street grid. Modestly scaled homes with engaging front porches and stoops create visual interest and a streetscape rhythm that should be conserved amid change. The proximity to major roadways and community amenities makes it a well-situated neighborhood, though some aging infrastructure and aesthetic wear are evident.

LAND USE MIX

TARGET USES

- Single-family homes.

COMPATIBLE USES

- Parks and trails are important to promote active lifestyles and connectivity.

INAPPROPRIATE USES

- Non-residential uses.

NEIGHBORHOOD DESIGN AND COMPATIBILITY

The following are considerations for neighborhood design and compatibility within the Small-Lot Residential place-type. These elements help ensure new development aligns with the existing neighborhood fabric, while allowing staff the discretion to balance compatibility with practical development feasibility.

GARAGES

- Allow flexibility for driveways or carports instead of garages. When adding garages place the garage behind the rear wall of the primary building wherever possible. If placing the garage behind the structure is not feasible, set the garage flush with or behind the front wall and limit its width.

FRONT AND SIDE SETBACKS

- Examine current front and side setback requirements in the development regulations to determine if newly build housing would be compatible with existing neighborhood contexts.

VARIATION OF BUILDING MASSING

- Locate the majority of a building's second story mass to the center of the lots depth as opposed to the front to maintain compatible scale along the street.

ENTRY FEATURES

- Encourage front facing porch elements and stoops.

COMPATIBILITY SCENARIOS

The figures on the right illustrate how infill development, or new housing built within existing neighborhoods, can impact the character and fabric of an established neighborhood.

- Figure 4.9: Small-Lot Existing Context depicts the current development pattern typical of this neighborhood, providing a baseline for comparison.
- Figure 4.10: Small-Lot Infill Under Current Zoning illustrates a “worst-case scenario” where infill development, as permitted under existing zoning regulations, could disrupt neighborhood character.
- Figure 4.11: Small-Lot Context-Sensitive Infill demonstrates how thoughtful zoning amendments, such as the Neighborhood Design and Compatibility considerations from the previous page, can promote harmonious infill development that better integrates with the existing fabric.

These examples highlight the importance of context-sensitive zoning to support growth while preserving established neighborhood characteristics.

Figure 4.9, Small-Lot Existing Context



Figure 4.10, Small-Lot Infill Under Current Zoning



Figure 4.11, Small-Lot Context-Sensitive Infill



MEDIUM-LOT RESIDENTIAL

DESCRIPTION

The Medium-Lot Residential place-type reflects the predominant suburban pattern of housing found in Richland Hills. Developed primarily in the 1950s and 1960s, these neighborhoods are characterized by ranch-style homes situated on quarter- to half-acre lots. The homes are typically single-story structures with simple, functional designs that emphasize a horizontal orientation across the lot. Most houses feature attached one- or two-car garages. These established neighborhoods reflect a mature residential fabric, providing a blend of spacious yards and tree-lined streets. Though the homes have aged over the decades, many have been well maintained, preserving the charm and livability of Richland Hills' dominant residential areas.

LAND USE MIX

TARGET USES

- Single-family homes.

COMPATIBLE USES

- Accessory dwelling units (ADUs) and duplexes that are designed to be visually compatible with the surrounding residential fabric. Or could serve as a transition between adjacent commercial corridors.
- Parks and trails are important to promote active lifestyles and connectivity.

INAPPROPRIATE USES

- Non-residential uses.

NEIGHBORHOOD DESIGN AND COMPATIBILITY

The following are considerations for neighborhood design and compatibility within the Medium-Lot Residential place-type. These elements help ensure new development aligns with the existing neighborhood fabric, while allowing staff the discretion to balance compatibility with practical development feasibility.

GARAGES

- Require garages to be flush with or behind the rear wall of the primary building to remain visually subordinate from the street. Place larger garages behind the structure or oriented towards a side street.

FRONT AND SIDE SETBACKS

- Examine current front and side setback requirements in the development regulations to determine if newly build housing would be compatible with existing neighborhood contexts.

VARIATION OF BUILDING MASSING

- Locate the majority of a building's second story mass to the center of the lots depth as opposed to the front to maintain compatible scale along the street.

ENTRY FEATURES

- Incorporate a first-story element such as a projecting or recessed porch.



Example of a modern medium-lot residential home

COMPATIBILITY SCENARIOS

The figures on the right illustrate how infill development, or new housing built within existing neighborhoods, can impact the character and fabric of an established neighborhood.

- Figure 4.12: Medium-Lot Existing Context depicts the current development pattern typical of this neighborhood, providing a baseline for comparison.
- Figure 4.13: Medium-Lot Infill Under Current Zoning illustrates a “worst-case scenario” where infill development, as permitted under existing zoning regulations, could disrupt neighborhood character.
- Figure 4.14: Medium-Lot Context-Sensitive Infill demonstrates how thoughtful zoning amendments, such as the Neighborhood Design and Compatibility considerations from the previous page, can promote harmonious infill development that better integrates with the existing fabric.

These examples highlight the importance of context-sensitive zoning to support growth while preserving established neighborhood characteristics.

Figure 4.12, Medium-Lot Existing Context



Figure 4.13, Medium-Lot Infill Under Current Zoning



Figure 4.14, Medium-Lot Context-Sensitive Infill



LARGE-LOT RESIDENTIAL

DESCRIPTION

The Large-Lot Residential place-type represents spacious residential land primarily in central Richland Hills. The area retains an agricultural character, featuring open spaces, tree coverage, and properties incorporating farming or equestrian uses. While homes vary in age, many predate 1954 according to Tarrant County data, creating a mix of historic residences and newer construction. Recent homes are concentrated along Popplewell Street and near Bridges Avenue.

The neighborhood's larger blocks maintain a traditional grid layout, while preserving a spacious, semi-rural atmosphere. Abundant land allows greater privacy, larger home footprints, and ample outdoor amenities. Residents are attracted by the balance between suburban convenience and open, estate-style living. Proximity to major roadways and the Hike and Bike Trail provides accessibility without sacrificing peaceful character.

LAND USE MIX

TARGET USES

- Large-Lot single-family homes typically one to three-stories, with expansive yards, attached or detached garages, and enhanced entry features that maintain the neighborhood's open, suburban feel.

COMPATIBLE USES

- Accessory dwelling units (ADUs) and guest houses that are visually compatible with the existing residential scale.
- Parks and trails are important to promote active lifestyles and connectivity.

INAPPROPRIATE USES

- Non-residential uses.

NEIGHBORHOOD DESIGN AND COMPATIBILITY

The following are considerations for neighborhood design and compatibility within the Large-Lot Residential place-type. These elements help ensure new development aligns with the existing neighborhood fabric, while allowing staff the discretion to balance compatibility with practical development feasibility.

GARAGES

- Provide greater flexibility for garage size but require garages to be located behind the rear wall of the primary structure or oriented towards a side street.

FRONT AND SIDE SETBACKS

- Examine current front and side setback requirements in the development regulations to determine if newly build housing would be compatible with existing neighborhood contexts. Traditional development pattern incorporates larger front setbacks than what is required.

ENTRY FEATURES

- Incorporate a first-story element such as a projecting or recessed porch.



Example of a modern large-lot residential home

COMPATIBILITY SCENARIOS

The figures on the right illustrate how infill development, or new housing built within existing neighborhoods, can impact the character and fabric of an established neighborhood.

- Figure 4.15: Large-Lot Existing Context depicts the current development pattern typical of this neighborhood, providing a baseline for comparison.
- Figure 4.16: Large-Lot Infill Under Current Zoning illustrates a “worst-case scenario” where infill development, as permitted under existing zoning regulations, could disrupt neighborhood character.
- Figure 4.17: Large-Lot Context-Sensitive Infill demonstrates how thoughtful zoning amendments, such as the Neighborhood Design and Compatibility considerations from the previous page, can promote harmonious infill development that better integrates with the existing fabric.

These examples highlight the importance of context-sensitive zoning to support growth while preserving established neighborhood characteristics.

Figure 4.15, Large-Lot Existing Context

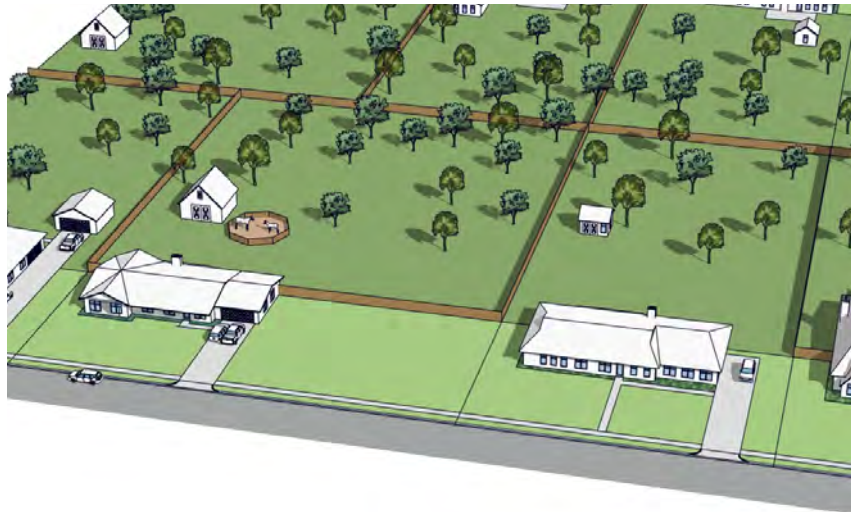


Figure 4.16, Large-Lot Infill Under Current Zoning



Figure 4.17, Large-Lot Context-Sensitive Infill



PARKS, TRAILS, AND OPEN SPACE

DESCRIPTION

The Parks, Trails, and Open Space place-type focuses on well-designed recreational areas, green spaces, and trails that contribute to the broader vision of a connected, healthy, landscape rich and vibrant community. This place-type includes existing and future publicly accessible city-owned parks and trails. These greenspaces may serve multiple purposes, including connecting the community and managing stormwater impacts. These natural and improved spaces are critical amidst development, for the outdoor enjoyment of residents and workers. From a community perspective, parks are also opportunities for placemaking, including art, historical elements, civic spaces, and wildlife viewing.

LAND USE MIX

TARGET USES

Public parks, open spaces, and trails designed for active and passive recreation such as sports fields, playgrounds, picnic areas, markets, and community event spaces.

COMPATIBLE USES

Supportive uses such as restrooms, concession stands, and trailheads.

INAPPROPRIATE USES

Residential, commercial, industrial, and all other uses not supporting parks, trails, and open space are inappropriate.



Hike and Bike Trail



Rosebud Park



Creek Trail Park

MANUFACTURING AND INDUSTRIAL PRESERVATION

DESCRIPTION

The Manufacturing and Industrial Preservation place-type supports the long-term viability of industrial, manufacturing, distribution, and other similar operations while allowing for strategic integration of compatible uses. Manufacturing and industrial uses contribute to the fiscal health of the city and provide diverse employment opportunities.

Richland Hills is positioned as a strategic industrial hub within the Dallas-Fort Worth Metroplex, offering direct access to State Highway 121, Interstate 820, and the Trinity Railway Express. The city's industrial sector is anchored by two major business parks, the Richland Industrial Park and the Midway Business Park. These parks cater to industries ranging from aerospace manufacturing to logistics and distribution, benefiting from proximity to regional transportation infrastructure and a skilled workforce. This place-type emphasizes the need and desire from Richland Hills to ensure the manufacturing and industrial operations can continue to operate, thrive, and contribute to the city's fiscal health.

LAND USE MIX

TARGET USES

- Light manufacturing, warehousing, outdoor storage, equipment rental, assembly facilities, R&D labs, and tech offices that contribute to the local economy.

COMPATIBLE USES

- Parks and trails can be incorporated to improve worker amenities and environmental sustainability.
- Heavy industrial operations are only appropriate in areas already zoned for such uses.
- Food truck parks might be allowed if close to Handley Ederville Road.

- Retail oriented businesses which fit into the place-type context and would not be negatively impacted by existing industrial or manufacturing operations.

INAPPROPRIATE USES

- All residential types, institutional, and other uses which would be negatively impacted are not appropriate.

TARGET URBAN DESIGN CHARACTERISTICS

PEDESTRIAN ACCESS

- Pedestrian pathways within large parking lots provide safe access to business entrances.

VEHICLE ACCESS TO PARKING

- Access management is improved for vehicles through curb cut consolidation and cross-access between commercial properties, reducing traffic conflicts and backups. Encourage designs that accommodate efficient vehicle access, delivery, and large truck traffic.

SCREENING

- Where possible, discourage placing mechanical equipment along streets unless completely screened.
- Encourage any outside storage to be screened.



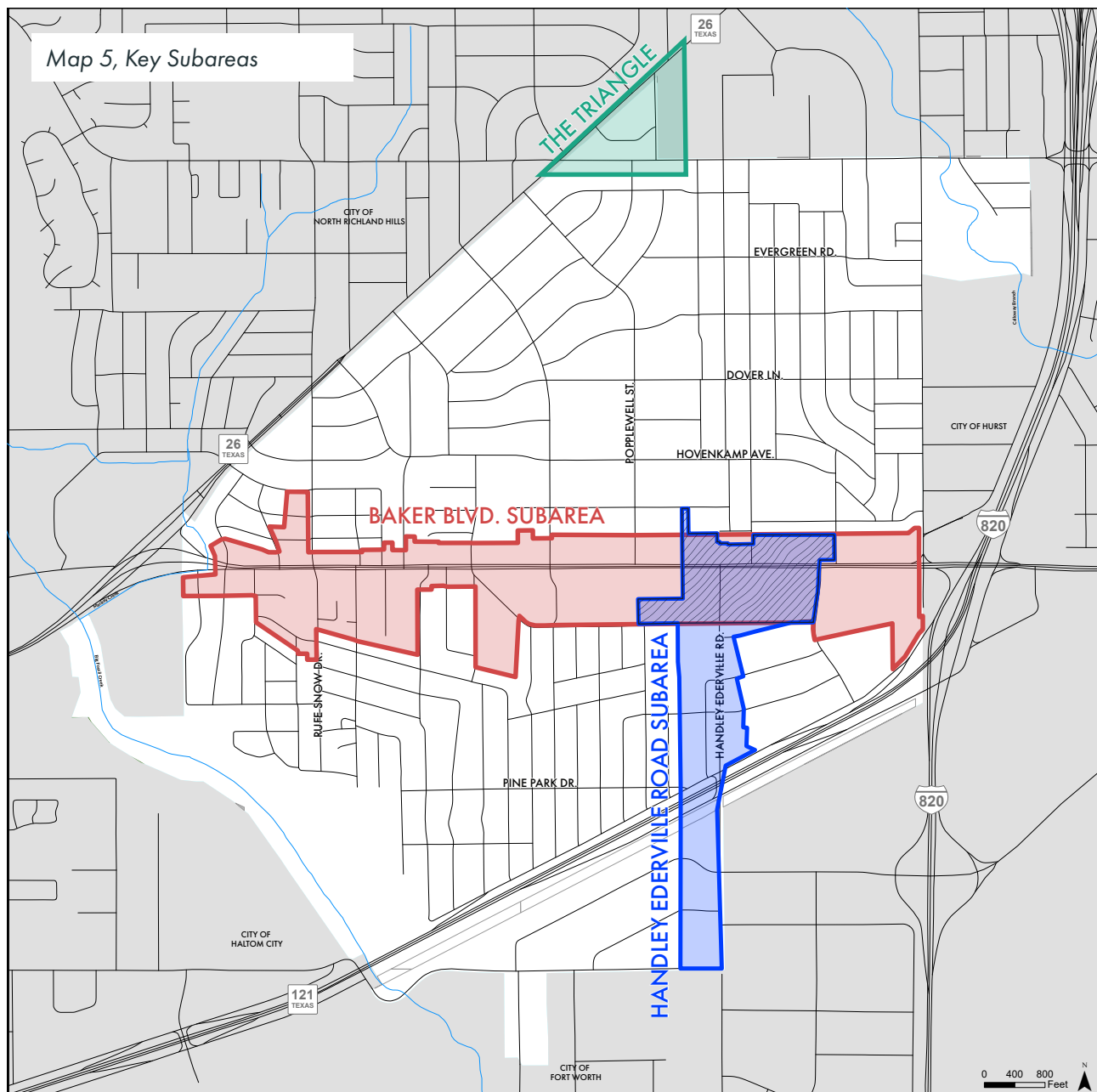
Richland Hills, Texas

KEY SUBAREAS

OVERVIEW

The overarching principles and citywide framework recommendations are designed to guide planning efforts across Richland Hills. However, certain corridors, identified through the public engagement process, require additional focus and analysis to achieve the city's vision. Specifically, Baker Boulevard, Handley Ederville Road, and a key site on Glenview Drive, hereafter called "The Triangle," demand additional detailed guidance to address their unique characteristics and opportunities. **Map 5, Key Subareas** identifies geographic boundaries for each subarea explored in this section.

The subarea frameworks for Baker Boulevard, Handley Ederville Road, and The Triangle build on past plans and community input, multimodal connectivity, streetscaping, and placemaking strategies. They guide how citywide policies apply to key areas and sites.



BAKER BOULEVARD

INTRODUCTION

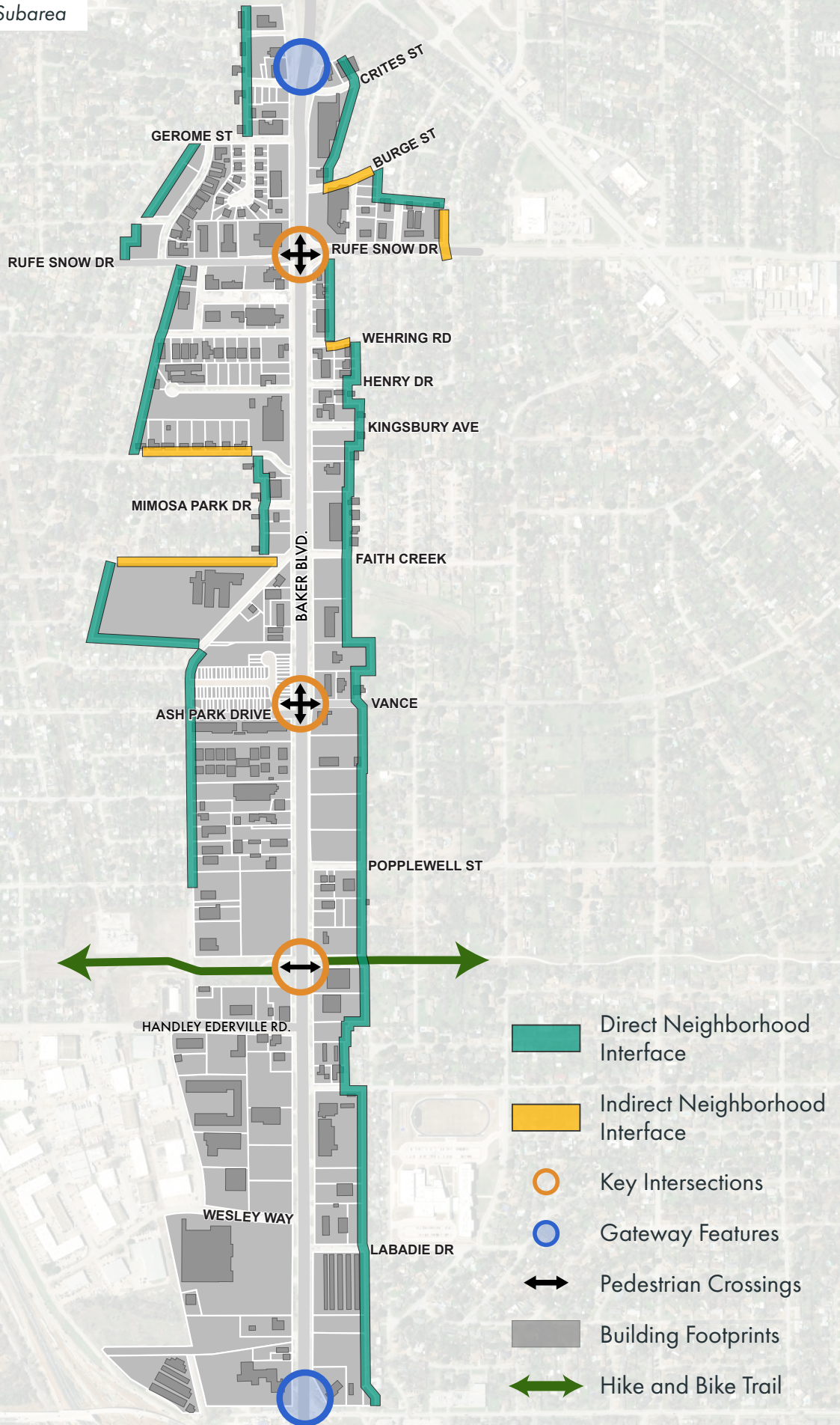
Baker Boulevard is the primary east-west thoroughfare and community spine serving in some ways to split Richland Hills' cherished residential neighborhoods. The corridor is also a key entry point to the city for residents, visitors, and businesses. The quality of the visitor and pedestrian experience, and visual character along the corridor contribute significantly to the community image of Richland Hills. Described as the "face" of the city by residents, the corridor plays a significant role in shaping Richland Hills' community image.

However, Baker Boulevard is currently an auto-oriented corridor with limited pedestrian infrastructure, minimal streetscape amenities, and a predominance of light commercial uses. While the corridor presents opportunities, such as large non-residential parcels, traffic volumes that create economic development opportunities, and new residential developments bringing more people into the area, it also faces challenges. These include TxDOT control over the highway, an existing infrastructure and frontage that are not pedestrian-friendly, and the incompatibility between light commercial uses and the desired mix of retail and residential development.

This subarea framework outlines strategies to transform Baker Boulevard into an inviting, vibrant corridor with neighborhood-serving retail and enhanced streetscapes that better balance pedestrian safety and urban design with vehicle access. Urban design and mobility features are depicted on **Map 6, Baker Boulevard Subarea**.

The vision for the Baker Boulevard Subarea is to enhance the corridor's role as a hub for civic spaces and neighborhood-oriented amenities like childcare, restaurants, and personal services, while also accommodating larger-scale uses such as hotels, grocery stores, and employment uses. This corridor should be well connected to adjacent neighborhoods via trails, sidewalks, and bike lanes and encourage growth which enhances the surrounding residential neighborhoods.

Map 6, Baker Boulevard Subarea



URBAN DESIGN DESCRIPTIONS

TRAIL ORIENTED DEVELOPMENT

Buildings adjacent to the Hike and Bike Trail should orient towards and/or emphasize pedestrian connectivity with the trail.

NEIGHBORHOOD INTERFACES

- Direct neighborhood interfaces occur when residential and non-residential properties share a property line. These interfaces are particularly important and require careful thought and possible transition planning.
- Indirect neighborhood interfaces occur when non-residential or new residential properties are separated by a street from existing residential properties. Though the street provides a natural transition or buffer, it is important to ensure the non-residential or new residential side of the street is contextually-sensitive to the existing neighborhood.

ENHANCED LANDSCAPE FRONTAGE

Work with property owners and private developers to install perimeter landscaping along the Baker Boulevard frontage to improve visual character and screen views of parking lots.

GATEWAY ENHANCEMENTS

In coordination with TxDOT, formalize a gateway into Richland Hills from Interstate 820 and Boulevard 26 by incorporating landscaping and gateway signage. Both locations were identified in the previous comprehensive plan as important gateway locations. Improvement of these gateways will help create a lasting positive impression for those traveling into or out of Richland Hills. Gateways could also be established through intentional siting of buildings, installation of art, or other features.

SCREENING

Ensure outside storage and equipment display is properly screened from Baker Boulevard to enhance visual appearance of the corridor.

MOBILITY DESCRIPTIONS

PEDESTRIAN REALM

Improve visual character, walkability, and sense of safety for pedestrians by constructing wider sidewalks on both sides that are separated from Baker Boulevard with a landscaped buffer. Enhance the corridor's sense of place through streetscape elements (e.g. strategically placed street furniture, pedestrian scale lighting, unifying wayfinding signage).

BIKE FACILITIES

Work with TxDOT to extend the existing bike lanes on Baker Boulevard to connect to Rufe Snow Drive and Booth Calloway Road. Ensure future bike lanes are protected or off-street, if possible. Refer to **Map 3, Bike Infrastructure** in **Chapter 3, Citywide Framework** for more details.

SAFE CROSSINGS

Increase the walkability of the corridor and connectivity to the north and south neighborhoods by constructing new and enhanced crossings with pedestrian safety features. Work with TxDOT to increase crossing timings and all other improvements on Baker Boulevard.

- **Rufe Snow Drive**
 - Enhance crosswalks with features like continental patterns, ADA accessible sidewalk ramps, pedestrian refuge islands to increase visibility, raise awareness of pedestrians, and ease pedestrian crossing efficiency. Due to the intersection's proximity to Civic Plaza, placemaking elements could also be incorporated into the design.
- **Vance Road/Ash Park Drive**
 - As one of the only roads connecting north and south Richland Hills, their intersection with Baker Boulevard is particularly important. Enhance crosswalks with features like continental patterns, separated grading, ADA accessible sidewalk ramps, and pedestrian refuge islands to increase visibility.

SUBAREA TOOLBOX



Parking lot landscaping in Cedar Hill, Texas



Pedestrian crossings in Leander, Texas



Parking lot landscaping in Plano, Texas



Bulb-out example in St. Paul, Minnesota

PARKING LOT LANDSCAPING

Many of the parking lots along Baker Boulevard lack landscaping and can be considered in poor condition. The prevalence of crumbling pavement in surface lots with no green space gives segments of the corridor a blighted and unattractive appearance. High quality, low level fencing, limited maintenance perimeter landscaping, and berms should be used to minimize views of parked cars from public rights-of-way while improving water quality. Such enhancements are also applicable in the other subareas and will help beautify each subarea while communicating a message of energy, investment, and maintenance to visitors.

SAFE PEDESTRIAN CROSSINGS

Signalized intersections with marked pedestrian crossings are currently lacking on Handley Ederville Road. The City should evaluate the installation of improved pedestrian infrastructure such as crosswalks with continental patterns, separated grading, ADA accessible sidewalk ramps, or High-intensity Activated Crosswalk (HAWK) signals that utilize pedestrian-activated flashing crossing lights. This would significantly increase the walkability of the auto-oriented corridor, while drastically improving pedestrian crossing safety.

HANDLEY EDERVILLE ROAD

INTRODUCTION

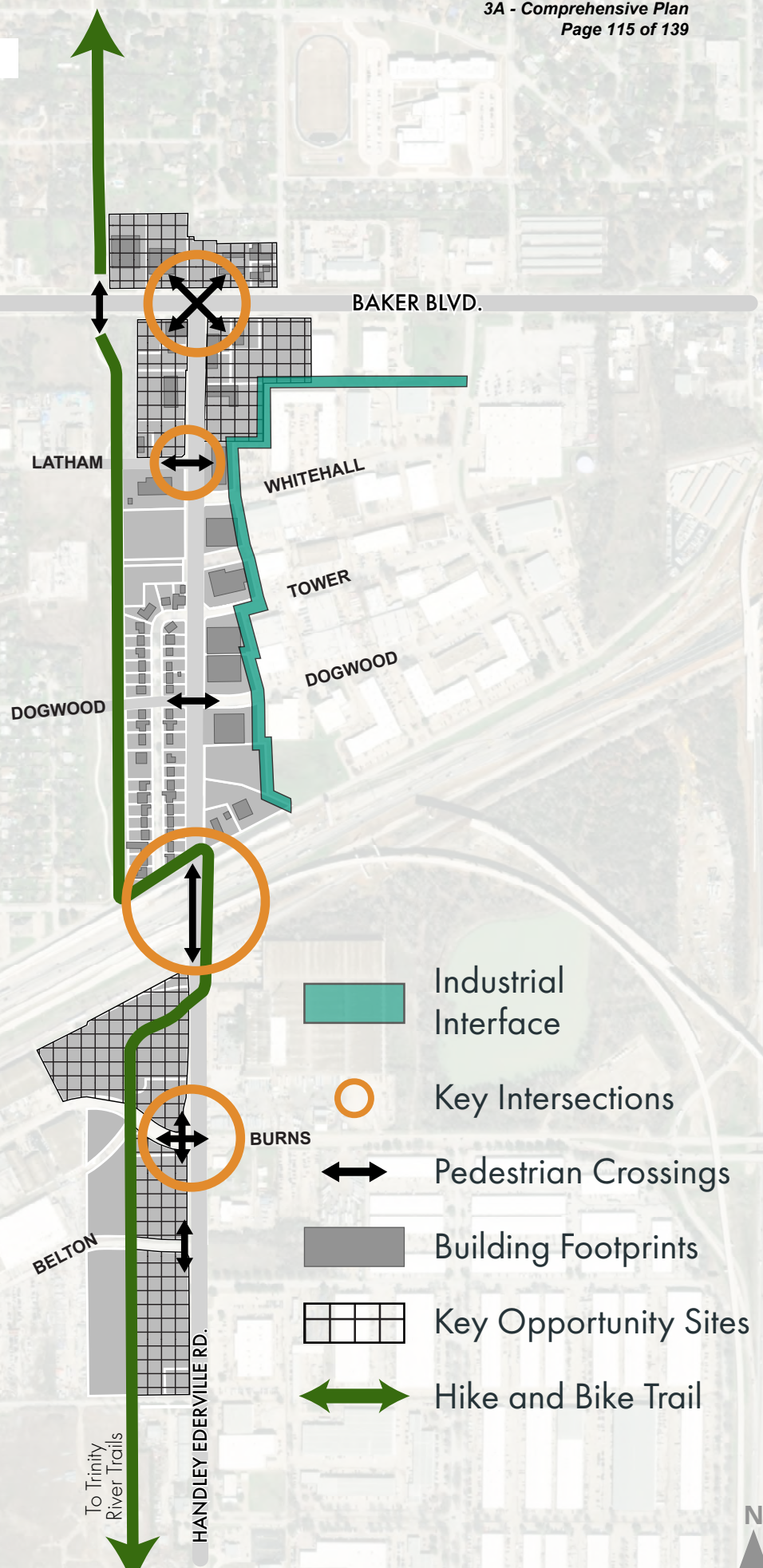
Handley Ederville Road, located in the southern portion of Richland Hills, currently serves as a key access route for the city's industrial and manufacturing sectors. At the same time, its proximity to the Richland Hills Hike and Bike Trail and the rezoning of the former Trinity Railway Express (TRE) train station for entertainment uses present a unique opportunity for redevelopment along this corridor. Large vacant parcels adjacent to the station offer space for new investment, while the addition of approximately one mile of new trails would connect the existing Hike and Bike Trail to the regional Trinity River Trails, enhancing multimodal accessibility towards the east and downtown Fort Worth.

This subarea framework focuses on properties abutting Handley Ederville Road. Urban design and mobility features are depicted on **Map 7, Handley Ederville Subarea**. Emerging businesses, such as the City Market and the Trinity Lakes development, further signal a shift toward a more dynamic and diverse corridor. The City of Fort Worth plans to transform Trinity Boulevard into a walkable urban boulevard to create a stronger connection to the nearby Trinity Lakes development, a 1,600-acre master planned community poised to drive further economic growth.

However, despite these opportunities, Handley Ederville Road remains a vital industrial corridor. To balance redevelopment with economic stability, the City must implement strategies that support creative and people oriented land uses while preserving and strengthening manufacturing and industrial operations on properties beyond the immediate corridor. Enhancements such as improved transitions, screening, and buffering will be critical to maintaining compatibility between existing manufacturing businesses and potential future entertainment and mixed-use developments.

Several challenges must be addressed to realize this vision. Handley Ederville Road currently lacks adequate pedestrian and bicycle infrastructure, limiting accessibility and the walkable environment a dynamic, creative district needs. And extending the Hike and Bike Trail faces significant barriers, including crossing State Highway 121 and an active railroad, necessitating strategic solutions for improved connectivity. If the City addresses these challenges while leveraging redevelopment momentum, Handley Ederville Road can evolve into a creative district anchored by a vibrant entertainment hub. This transformation can blend past and future through the adaptive reuse of industrial buildings along the corridor, while preserving the existing industrial base and taking advantage of regional trail connections. This area should evolve into an eclectic destination that creates a unique experience that draws visitors and energizes Richland Hills.

Map 7, Handley Ederville Road Subarea



URBAN DESIGN DESCRIPTIONS

BUILDING SETBACKS

Encourage an active, pedestrian oriented street edge with buildings close to front property line to maximize limited parcel depth and activate the corridor.

INDUSTRIAL INTERFACE

Manufacturing and industrial uses are generally incompatible or less compatible with other uses such as office, retail, or institutional. To preserve the functionality and ability for manufacturing and industrial businesses to operate and thrive, the interface between creative or retail uses, and manufacturing districts need thoughtful consideration. Buffers, screening requirements, or land use transitions may be required to ensure manufacturing and industrial businesses can operate freely and flexibly.

TRAIL ORIENTED DEVELOPMENT

Buildings adjacent to the Hike and Bike Trail should orient towards and/or emphasize pedestrian connectivity with the trail.

MOBILITY FRAMEWORK

PEDESTRIAN REALM

Improve walkability by constructing sidewalks on both sides of Handley Ederville Road. Where possible, construct landscaped buffers between sidewalks and Handley Ederville Road to increase pedestrian comfort. Enhanced sense of place through streetscape elements (e.g. benches, pedestrian scale lighting, etc).

TRAIL EXTENSION

Extend the Richland Hills Hike and Bike Trail to West Fork Trinity Trails, either along Handley Ederville Road through sidewalks, continue the off-street trail through the utility corridor, or both.

TRAILHEAD

Add trailhead at Latham Drive for the Richland Hills Hike and Bike Trail. Prioritize regional trailhead amenities such as signage, bike parking, and rest stations.

PERMEABILITY AND CONNECTIONS TO HIKE AND BIKE TRAIL FROM HANDLEY EDERVILLE

Develop enhanced east-west active mobility connections to the Hike and Bike Trail from Handley Ederville Road on streets and through coordinated public connections through private development.

BIKE FACILITIES

Establish bike connectivity on the Handley Ederville Road corridor to connect to the Trinity River Trail. Refer to **Map 3, Bike Infrastructure** in **Chapter 3, Citywide Framework** for more details.

SAFE CROSSINGS

Increase the walkability of the corridor by constructing new and enhanced crossings with pedestrian safety features. Conduct a feasibility study to confirm the best locations and most appropriate improvements.

- **Latham Dr, Dogwood Park Dr, and Belton St**
 - Enhance crosswalks with features like continental patterns, ADA accessible sidewalk ramps, HAWK signals, stop signs, etc. To complement the artistic spirit embodied within the district, as an alternative to continental stripes, these intersections could be improved with decorative patterns such colored striping or 3D artwork.
- **Baker Boulevard**
 - This intersection represents an important node for both corridors. Encourage the development of an activated intersection by orienting buildings similarly to corner lots, enhancing pedestrian mobility and creating placemaking opportunities. Comprehensive sidewalk improvements are needed on all sides, including extended crossing times and enhanced crosswalks to improve safety and accessibility. Additionally, this location presents a valuable opportunity for placemaking and gateway enhancements to establish a distinct sense of arrival and community identity.
- **State Highway 121**
 - Enhance walkability crossing State Highway 121 and the adjacent railroad by using a continental crossing pattern with ADA accessible sidewalk ramps or other safety improvements. Enhance the railroad crossing by upgrading roadway conditions, street markings, and constructing a defined pedestrian crossing area. The area surrounding the railroad crossing should be well maintained and paved. To reduce traffic, consider constructing a dedicated southbound right turn lane from Handley Ederville to State Highway 121.



Artistic crosswalk example in Lewisville, Texas

- **Burns Street / Trinity Boulevard**
 - This road is a future connection to Trinity Lakes Development with Trinity Boulevard, east of Interstate 820, being reimagined as an urban, walkable boulevard. Work with Fort Worth to potentially extend the Trinity Boulevard redevelopment to Burns Street.

KEY OPPORTUNITY SITES

- **Entertainment District / Hub at previous train station**
 - The old TRE station and the adjacent undeveloped parcel create an interesting opportunity for a cohesive collection of uses which could serve as an entertainment anchor or gateway from the Trinity Lakes Development into the subarea.
- **Intersection of Handley Ederville and Baker Boulevard**
 - This intersection holds significant potential as an anchor or gateway for the subarea. Parcels adjacent to this intersection could be redeveloped to provide public parking for the subarea or signature anchor development. The Hike and Bike Trail crossing on Baker Blvd could be enhanced by the installation of a pedestrian bridge over Baker Boulevard or the current crossing can be made more intentional through different colored/texture pavement, public art, or signage.

SUBAREA TOOLBOX



Adaptive reuse example in Celina, Texas



Pedestrian crossing on rail in Murphy, Texas



Adaptive reuse example in Austin, Texas



Pedestrian crossing on rail in Santa Barbara, California

ADAPTIVE REUSE

Adaptive reuse of industrial and manufacturing buildings is a powerful tool for transforming underutilized spaces into vibrant creative districts and unique destinations. Across the country, former warehouses, factories, and industrial sites have been repurposed into mixed-use developments, artist studios, food halls, breweries, and entertainment venues, preserving the character or history of these structures while fostering economic growth. This approach not only capitalizes on existing infrastructure but also supports sustainability by reducing demolition waste and promoting unique design character.

RAILROAD CROSSING

Currently, the railroad crossing appears unattractive and unwelcoming with little to convey an appropriate crossing for pedestrians. There is significant opportunity to improve the appearance of this intersection by improving landscaping, adding signage, and repaving the roadway together with railroad crossing street markings. Pedestrian safety can also be enhanced by constructing a designated pedestrian crossing path on either side that connects to the sidewalk network.

ILLUSTRATIVE RENDERING OF HIKE AND BIKE TRAIL ORIENTED DEVELOPMENT



TRAIL ORIENTED DEVELOPMENT

Buildings adjacent to the Hike and Bike Trail should orient towards and/or emphasize pedestrian connectivity with the trail.



THE TRIANGLE

INTRODUCTION

The City has an adopted area plan to guide the Glenview Drive Corridor, and **Chapter 3, Citywide Framework** and this chapter provide additional direction. A critical component of this corridor is “The Triangle,” a potential catalyst area located at the intersection of Glenview Drive and Boulevard 26, refer to **Map 5, Key Subareas** for exact location. The Triangle is located on Glenview Drive between Boulevard 26 and the ONCOR utility easement (future Hike and Bike Trail extension).

This approximately 25-acre site could be redeveloped and help spur transformation on Glenview Drive into a “main street” as envisioned. This site, with its prime location and proximity to the future Hike and Bike Trail extension and City Point development, presents a significant opportunity for investment. Through targeted improvements and mixed-use development, The Triangle can become a model for vibrant, urban growth in Richland Hills.

Vision and recommendations for this subarea were based on the Glenview Corridor Plan which was adopted by the City of Richland Hills in February 2024. The vision for The Triangle is to establish a modern, urban, mixed-use node that serves as a community hub for shopping, dining, employment, and living. By building on the momentum of City Point, The Triangle could transform into a cohesive, walkable area with dynamic new businesses and open spaces.

Enhanced street connectivity, public gathering spaces, and active transportation connections would further integrate the area, making it accessible for the community while strengthening connectivity between Richland Hills and North Richland Hills. The intent of this section and the concepts and ideas within is to serve as a vision and inspirational guide for how this area could transform over time to meet the goals of this Plan and how the City can contribute.

ANALYSIS AREA

This section includes high-level, illustrative ideas for the potential transformation of approximately 25 acres of land along Glenview Drive. Conceptual plans illustrated here include approximately 13 acres in Richland Hills and 12 acres in North Richland Hills. The North Richland Hills properties are located between Willman Avenue and the ONCOR utility easement. While these parcels are outside of Richland Hills, they are critical to create a dynamic gateway that links The Triangle to the future Hike and Bike Trail and provide an important connection to City Point.

This plan recognizes the challenges of coordinating development across two municipalities, including differing zoning regulations, infrastructure requirements, and approval processes. However, incorporating the properties in North Richland Hills nearly doubles the size of The Triangle, significantly enhancing its market potential and making it a more attractive investment opportunity for developers.

GUIDING PRINCIPLES FOR REDEVELOPMENT

Regardless of how The Triangle redevelops, there are several guiding principles which are key to ensure development meets the vision of this Plan. The following principles are foundational to any future redevelopment of The Triangle.

PULL ENERGY TOWARDS GLENVIEW DRIVE

Establish a dynamic, pedestrian-friendly “main street” atmosphere along the Glenview Drive frontage. To achieve this, development should draw energy and activity toward Glenview Drive, creating an inviting streetscape that attracts visitors, supports businesses, and enhances the pedestrian experience. This could be accomplished through engaging storefronts, outdoor seating, wide sidewalks, and strategic building siting that contribute to Glenview Drive as a “main street” destination.

CONNECT SURROUNDING NEIGHBORHOODS

The Triangle should be designed to connect to Glen Hills Road and Grant Avenue. Road extensions with pedestrian facilities will encourage neighborhood foot traffic from both Richland Hills and North Richland Hills. Tying The Triangle into the existing street network will help ensure The Triangle is integrated into both communities seamlessly.

INTEGRATE WITH NORTH RICHLAND HILLS

In 2004 Richland Hills and North Richland Hills jointly completed the South Grapevine Highway Corridor Strategy document. With the success of City Point and the future extension of the Hike and Bike Trail, coordination with North Richland Hills is essential for the success of this redevelopment.

CREATE MEANINGFUL OPEN SPACE

Public open spaces should serve as inviting gathering areas, potentially functional infrastructure for stormwater management, and landscape elements. Regardless of the form it takes, meaningful open space should be thoughtfully integrated with buildings, streets, and other features.

PRIORITIZE ACTIVE STREETS

Building from the urban design in City Point, Glenview Drive and key interior streets should be designed to encourage walking, biking, or other active mobility. The vision is to make The Triangle a vibrant, mixed-use destination that encourages active transportation and supports a lively street scene.

ALTERNATIVE CONCEPTS

This section presents two alternative concepts for development for The Triangle.

It is important to note these concept plan alternatives and accompanying analysis are strictly conceptual and illustrative in nature. Development is influenced by many factors and in this early planning phase it is impossible to predict how a site will develop. The goal is to demonstrate the vision for The Triangle, identify concepts that would achieve the vision, assess development feasibility, and highlight some tools the City may explore to support redevelopment efforts.

Map 8, Concept Alternative 1- Greenways



ALTERNATIVE 1 - GREENWAYS

This concept prioritizes a network of tree-lined greenways dispersed throughout The Triangle, creating inviting pedestrian corridors that encourage strolling, shopping, dining, and daily living. The primary energy of this approach is centered on Glenview Drive, where retail is concentrated in 2- to 3-story mixed-use buildings. The walkable greenways connect residential areas within The Triangle and City Point, making it easy for residents to walk to Glenview Drive and Boulevard 26 for shopping and dining.

Map 9, Concept Alternative 2 - Town Green



ALTERNATIVE 2 - TOWN GREEN

This concept centers around a centralized “Town Green” park or plaza, serving as a vibrant gathering space and focal point for community activity and events. The energy of the development is focused along Glenview Drive and the Town Green, with 2- to 3-story mixed-use buildings and 1- to 2-story flexible commercial condos for retail, office, maker space, or other similar non-residential uses. Streets in this concept are envisioned to be urban in nature and increase walkability and connectivity into the surrounding neighborhoods.

FEASIBILITY AND FISCAL IMPACT

To understand the viability of the conceptual program, feasibility and fiscal impact were assessed to evaluate if the estimated cost of the project and project benefits, based on existing market rents, would be positive or negative. The analysis was conducted on both alternative concepts for The Triangle. While concepts include parcels in North Richland Hills, the following analysis looks at the redevelopment of parcels within Richland Hills only.

These calculations were based on assumptions such as land acquisition costs, projected rent, vacancy rates, etc. The major variables that could affect outcome are acquisition costs, unforeseen development costs, or market conditions at the time the actual development is constructed.

Within just the Richland Hills properties, the Alternative 1 "Greenways" concept has 41,000 square feet of retail and 124 residential units organized around internal greenways. This illustrative concept's total development costs are estimated to be \$44,163,000. Factoring in market operating costs and approximate value upon a sale, the estimated total value was projected to be \$47,133,541, resulting in a net profit of \$2,970,541. Within just the Richland Hills properties, the Alternative 2 "Town Green" concept has 68,000 square feet of retail and 25 residential units organized around a central greenspace or plaza. This illustrative concept's total development costs are estimated to be \$30,539,250. Factoring in market operating costs and approximate value upon a sale, the estimated value was projected to be \$36,496,175, resulting in a net profit of \$5,956,925.

Based upon these scenarios, and market assumptions, both alternative concepts generate more profit than total project costs. Based upon the assumptions, Alternative 2 - Town Green generates a greater proportionate share of profit than Alternative 1 - Greenways.

CONCEPTUAL PHASING CONSIDERATIONS

The concept alternatives described in this section assume that, over time, a developer will acquire numerous properties in the area to create a larger, more developable site to accommodate an integrated catalytic project. The specific sequencing of property acquisition and finalized development of different components is difficult to predict and will be based on numerous factors, including willingness of sellers, proximity to existing infrastructure, public improvements to roadways, market fluctuations, and numerous other factors. In an ideal scenario, development would begin in the southeast corner of The Triangle along Glenview Drive in support of the City's objectives of reenvisioning the corridor. If only a portion of the site is redeveloped to start, the design of such site should anticipate and integrate with the larger vision of the City for redevelopment of this site as a neighborhood destination and node.

SUBAREA TOOLBOX

REGULATORY INCENTIVES

Revising zoning regulations to support master-planned development, such as allowing higher-density or mixed-use projects, can make larger, assembled parcels more attractive for redevelopment. Tools like overlay districts and density bonuses can incentivize property owners to participate in land consolidation efforts. Form-based zoning offers another approach. Any future regulations for this critical site should prioritize physical form and activation over traditional land-use separations, to facilitate cohesive, walkable, and visually appealing communities.

TAX INCREMENT REINVESTMENT ZONE

Tax Increment Financing (TIF) is a tool used by local governments in Texas to finance capital improvement projects within a designated geography known as a Tax Increment Reinvestment Zone (TIRZ). TIRZs are established to promote development or redevelopment in areas where private investment alone is unlikely to occur in the foreseeable future. By capturing the incremental increase in property tax revenue, TIRZs reinvest funds into infrastructure, public amenities, and strategic projects that attract private development. Across Texas, cities have leveraged this financing mechanism to transform blighted corridors into vibrant, mixed-use districts, enhance walkability, and support public-private partnerships. This approach can not only stimulate economic growth but also allow communities to retain a portion of their growing tax base to reinvest in long-term revitalization efforts.

PROPERTY ACQUISITION

Developers are generally more likely to invest in projects when land has been aggregated into fewer parcels, as fragmented ownership can present significant barriers to large-scale redevelopment. When land is divided among many owners, acquiring land or assembling a site for a cohesive, catalytic development can be costly and time-consuming due to the need for individual negotiations, varying property valuations, and potential holdouts from owners unwilling to sell.

To encourage catalytic development, the City could consider purchasing parcels that can be leveraged to create larger, more developable sites. Cities can acquire tax-delinquent, abandoned, or underutilized properties through a land bank, holding them until a comprehensive redevelopment plan is in place. Cities can also facilitate voluntary land swaps or provide technical assistance to help consolidate properties into larger, more viable parcels for redevelopment. This could involve exchanging city-owned land for key parcels or coordinating between landowners to align interests where practical.

MARKET TO DEVELOPERS

Having an adopted plan with a clear vision for a site can help cities market catalytic development opportunities to developers. The City can actively market the opportunity by hosting developer roundtables, attending conferences, and leveraging relationships.

FACILITATE DEVELOPMENT

Cities can pursue public-private partnerships or a developers agreement. Or cities can proactively prepare the site for development. Investing in infrastructure, such as upgraded streets, utilities, and public amenities, can further enhance redevelopment areas, making them more appealing to developers by reducing costs and improving feasibility.

FINANCIAL ASSISTANCE

The City can support redevelopment through tools such as grants, rebates, loans, and special districts. A redevelopment grant can provide up to a 100% match for site improvements, public amenities, signage, landscaping, and rent subsidies. Development fee rebates may cover certain permit and development costs, while a Chapter 380 agreement could offer ad valorem or sales tax rebates to close financing gaps. The City could also provide low-interest loans for predevelopment costs like market studies, site feasibility, and interim financing. At the state level, the Private Activity Bond Program offers low-interest, long-term financing for eligible multifamily and economic development projects.

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CHAPTER 5

IMPLEMENTATION PROGRAM



INTRODUCTION

The success of the Richland Hills Comprehensive Plan will be measured by the extent to which those involved in the Plan's development also engage in its implementation. As the principal visioning document for the future of Richland Hills, this Plan will be continually referenced to guide the City's policy, planning, regulatory, administrative, and budgetary decisions. It also serves as the coordinating document between the City and its partners, ensuring that resources are allocated in a way that reflects shared goals and objectives, supporting initiatives that advance the community's vision. The Richland Hills Comprehensive Plan Implementation Program includes three components:

Administration	Measuring Success & Reporting	Action Plan
A brief summary of the roles and responsibilities of the entities that will implement the Plan, including City Departments, the City Council, the Planning & Zoning Commission, and other partners.	A table of measures for each goal which can be measured over plan implementation to benchmark progress and a brief overview of the process for plan amendments, annual progress reports, and plan updates.	A prioritized list of the actions identified within the Comprehensive Plan. This table identifies the type of action, a suggested timeline for action initiation, and suggested entities which could lead the action.

ADMINISTRATION

ROLES AND RESPONSIBILITIES

The City of Richland Hills is responsible for administering the Comprehensive Plan, including coordinating plan implementation, monitoring progress, providing education, and making necessary amendments.

CITY DEPARTMENTS

All City departments will participate in the implementation of the Comprehensive Plan as detailed in the Action Plan. Principal oversight of Plan implementation and administration will, however, be led by the Development Services Department and the City Manager's Office.

The Development Services Department is responsible for developing and maintaining short and long-range plans for the city's physical

development, monitoring trends, and formulating land use and community development policies. The department should administer the land use controls, review subdivision plats and zoning applications, and recommend improvement consistent with the Comprehensive Plan. Development Services should also market key properties, engage with business owners and developers, and work to proactively redevelop the commercial corridors.

The City Manager's Office will provide direction to the Development Services Department but will also assist by ensuring that all other City departments are responsive to ongoing plan administration needs. The City Manager's Office will also ensure that the vision, guiding principles, and actions of the Comprehensive Plan are incorporated into the decision-making processes of the Mayor and City Council.

CITY COUNCIL

The Mayor and City Council are the champions of the Comprehensive Plan. They will ensure that the vision, policies, and actions of the Comprehensive Plan are incorporated into all decision-making processes, including budgeting, development review, strategic planning, and other council actions.

PLANNING & ZONING COMMISSION

The Planning & Zoning Commission serves as the principal recommending and reporting body to the Mayor and City Council regarding land use and development cases, plan implementation status, and potential plan amendments. All recommendations made by the Planning and Zoning Commission shall take into consideration the established policies and plans adopted by the City Council concerning such matters.

MEASURING SUCCESS & REPORTING

As the initiatives of this Comprehensive Plan are completed, it is essential to revise the Action Plan, on page 122, to guide budgeting and work program efforts for the upcoming years. Therefore, the Action Plan should be reviewed and updated often, along with any changes to the Future Place-type Map.

AMENDING THE PLAN

Amendments to the Comprehensive Plan may be proposed by the Mayor and City Council.

- **General Plan Amendments.** Comprehensive Plan amendments should be scheduled and initiated as a group on an annual basis following submittal of an annual Comprehensive Plan report to the Mayor and City Council.
- **Future Place-type Map Amendments.** The City may consider amendments to the Future Place-type Map on a site-by site basis or at a subarea scale.

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FIVE-YEAR UPDATE

The Comprehensive Plan should be reviewed every five years to incorporate new growth trends and assess whether each action in the Action Plan remains relevant and necessary to achieve the community vision.

10-YEAR UPDATE

Every 10 years, the Comprehensive Plan should be updated with a robust community conversation.

CAPITAL IMPROVEMENT PROGRAM

A capital improvement program is a multi-year program that identifies upcoming infrastructure projects for prioritization and funding. Projects can include streets and sidewalks; water, wastewater and drainage facilities; parks, open space, trails, and recreation facility construction and upgrades; planning and studies; and the purchase of major equipment. Prioritization of proposed capital improvements should be consistent with this Plan.

MEASURING PROGRESS

Benchmarking involves setting clear goals and comparing outcomes against them. This process not only helps in tracking the implementation of the Plan but also in identifying areas that need improvement. Through regular progress measurements, the City can maintain transparency, accountability, and community engagement.

MEASURES OF SUCCESS

Measuring the success of the Comprehensive Plan will require ongoing review and evaluation of key performance indicators. Progress will be measured through benchmarks and targets. The table below highlights measures of success is under each Plan goal, see **Chapter 3, Citywide Framework** for more details.

Figure 5.1, Measures of Success

Goal	Measures
SUSTAINABLE ECONOMY	Increase in local jobs, goods, and services
	Increase in new businesses
	Existing businesses reporting satisfaction
	Increase in investment
	Establishment of Richland Hills as a day trip destination
	A diverse and adaptive economy which weathers economic stressors
	Increase in number of visitors
QUALITY OF PLACE	Decrease in the number of variances or PDs requested
	Increase in quantity and/or quality of trees and landscaping
	Increase in number and/or quality of activated public spaces
	Creation of unique destinations
	Community excitement about new businesses and buildings
	Thoughtful transition strategies observed in new non-residential developments
	Private development that exhibits design excellence, creativity, and context-sensitivity

Figure 5.1, Measures of Success

Goal	Measures
MOBILITY FOR ALL	Progress on completion of priority sidewalks identified in Map 2: Prioritized Pedestrian Network
	Increase in quantity and quality of sidewalks
	Construction of new bike infrastructure & regional trail connections identified in Map 3: Bike Infrastructure
	Increase in people walking, biking, and otherwise moving around Richland Hills without a car
	Decrease in disruptions to the sidewalk network (e.g. driveways, utility poles, abrupt sidewalk endings, etc)
STRONG NEIGHBORHOODS	Decrease in number of nuisance complaints from neighborhoods
	Increase in private improvements to residential properties
	Increase in resident feelings of community connectivity or closeness
	Increase in beautification efforts in neighborhoods
RESILIENT DRAINAGE INFRASTRUCTURE	Decrease in reported instances of flooding
	Regional investments that benefit Richland Hills
	Increase in on-site low impact design (LID) features in private development
	Clear data of reported flooding instances and their distribution within the city

ACTION PLAN

Chapter 3, Citywide Framework and **Chapter 4, Future Direction** provide detailed guidance and objectives for shaping the future of Richland Hills over the next ten or more years. The Action Plan, below and on the subsequent pages, provides concise versions of the ideas and strategies developed throughout the plan and have been prioritized by the Advisory Committee. This table outlines the actions the City can take to implement the plan's vision, suggested timeframes for initiation and the responsible entities.

Figure 5.2, Action Plan

Action #	Action	Timeframe				Leading Entity
		1	2 to 4	5 to 7	8+	
Sustainable Economy						
SE1	Develop incentives for target industries (e.g. chapter 380 agreements, infrastructure improvements, tax incentives, etc)	X	X	X	X	Economic Development
SE2	Establish a Tax Increment Reinvestment Zone (TIRZ) on Glenview Drive	X				City Manager
SE3	Conduct a targeted marketing campaign highlighting the centrality, connectivity, and revitalization efforts of Richland Hills to encourage development		X			City Manager
SE4	Identify ways to protect and strengthen the manufacturing and industrial economy (e.g. offer tax credits, support services, land use protections, etc.)		X			Economic Development
SE5	Audit the development process to identify streamlining and incentive opportunities		X			Development Services
SE6	Identify potential incentives for redevelopment and revitalization		X			Economic Development
SE7	Update the City zoning code to support the 2025 Comprehensive Plan vision		X			Development Services
SE8	Pursue redevelopment and revitalization of the commercial corridors through investment in public streetscapes or public infrastructure		X	X		Development Services
SE9	Explore other locations for Tax Increment Reinvestment Zones (TIRZ)			X		Development Services

Figure 5.2, Action Plan

Action #	Action	Timeframe				Leading Entity
		1	2 to 4	5 to 7	8+	
Quality of Place						
QP1	Pursue art in public spaces through school district partnerships, local art programs, grants, or other funding sources	X	X	X	X	City Manager
QP2	Continue to support the building improvement grant program to help aging businesses comply with enhanced standards for context sensitive development	X	X	X	X	Economic Development
QP3	Update development regulations to emphasize quality of place elements (e.g. building siting, tree preservation, parking reductions, etc) and provide flexibility for developments that exhibit design excellence		X			Development Services
QP4	Establishing context-sensitive and tailored zoning in areas where urban design is a key priority (e.g. Glenview Drive, Handley Ederville Road, and/or Baker Boulevard)		X			Development Services
QP5	Pursue funding for design and construction of gateway features		X			Development Services
QP6	Consider strengthening design guidelines for development on corridors		X			Development Services
QP7	Incorporate City branding into public elements (e.g. streetlights, trash cans, banners, landscaping, etc.)		X	X	X	City Manager

Figure 5.2, Action Plan

Action #	Action	Timeframe				Leading Entity
		1	2 to 4	5 to 7	8+	
Mobility for All						
MA1	Create branded wayfinding signage for the Hike and Bike Trail	X				Parks & Recreation
MA2	Submit request for intersection improvements for Handley Ederville, Booth Calloway, Vance and Rufe Snow to TxDOT.		X			Public Works
MA3	Partner with ONCOR, Fort Worth, Hurst, and North Central Texas Council of Governments to extend Hike and Bike Trail south to Trinity Trail as well as east to Trinity Lakes Station (Hurst) and south of Richland Hills (Fort Worth).		X			City Manager
MA4	Apply for recreational trail grants to construct the Hike and Bike Trail extension		X			Parks & Recreation
MA5	Update development regulations to require enhanced pedestrian and cyclist infrastructure (e.g. parking reductions, sidewalk connections, cross parcel access, etc) and/or dedication of space for such facilities		X			Development Services
MA6	Identify and explore safety improvements at key intersections		X	X		Public Works
MA7	Coordinate with neighboring jurisdictions, state, and regional entities on regional connections for roads, trails, and future public transportation		X	X		City Manager
MA8	Establish trailheads for the Hike and Bike Trail at Latham Drive and/or other key intersections. Consider a regional trailhead with bathrooms.		X	X		Parks & Recreation
MA9	Apply for Transportation Alternatives Set Aside Program and/or Safe Streets for All grants for priority sidewalk construction		X	X		City Manager
MA10	Develop an Active Transportation Plan			X		Development Services
MA11	Conduct a marketing campaign advertising and identifying Richland Hills' mobility and regional trail connections			X	X	City Manager

Figure 5.2, Action Plan

Action #	Action	Timeframe				Leading Entity
		1	2 to 4	5 to 7	8+	
Strong Neighborhoods						
SN1	Establish "yard of the month" awards or similar efforts to reward community pride	X				City Manager
SN2	Update development regulations to include context-sensitive design standards for residential development (e.g. garage siting, setbacks, first story elements, etc.)		X			Development Services
SN3	Consider strengthening design guidelines for residential development		X			Development Services
SN4	Conduct a comprehensive analysis of current ADU standards and consider updates reflecting community vision in residential areas		X			Development Services
SN5	Examine current development regulations to identify and address barriers to context-sensitive additions and expansions of existing homes		X			Development Services
SN6	Apply to be an affiliate community of Keep Texas Beautiful		X			Parks & Recreation
SN7	Apply for Texas Parks and Wildlife grants for park improvements		X	X		Parks & Recreation
SN8	Consider establishing a program to support the maintenance and repair of existing homes and properties through financial assistance, grant applications, or providing resources and information		X	X		City Manager
SN9	Construct improvements at neighborhood parks		X	X	X	Parks & Recreation

Action #	Action	Timeframe				Leading Entity
		1	2 to 4	5 to 7	8+	
Resilient Drainage Infrastructure						
RD11	Prepare educational materials on the importance of city infrastructure and standard practices for maintenance	X				Public Works
RD12	Establish emergency exits/gates on dead end roads prone to flooding (e.g. Leslie Drive and Norma Lane)	X				Development Services
RD13	Consider low impact design solutions and determine applicability for future development		X			Development Services
RD14	Apply for the Hazard Mitigation Grant Program and/or the Clean Water State Revolving Fund – Emerging Contaminants for stormwater infrastructure improvements		X	X		Public Works
RD15	Coordinate with local municipalities, state agencies, and regional partners on stormwater management		X	X	X	Public Works
RD16	Participate in the State Flood Plan for the Trinity River Basin to identify projects which could be funded		X	X	X	Public Works
RD17	Leverage drainage infrastructure as a strategy for city beautification or multi-purpose open space, recreation, and mobility		X	X	X	Parks & Recreation
RD18	Pursue stormwater infrastructure improvements along Big Fossil Creek Tributary 5 (BFC-5) and/or Calloway Branch Creek				X	Public Works

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Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: C. Russell Shelley, Fire Chief

Date: May 27, 2025

Subject: City of Fort Worth/City of Richland Hills Agreement for Fort Worth to Purchase Ambulances from Richland Hills

Agenda Item:

Consider Interlocal Agreement between the City of Fort Worth and the City of Richland Hills to purchase ambulances from the City of Richland Hills for the Fort Worth EMS system and authorize City Manager to sign agreement

Background Information:

The Richland Hills City Council previously approved an Interlocal Agreement and Uniform EMS Ordinance with the City of Fort Worth to provide ambulance transport operations starting July 1, 2025.

With the approved transition in place, the two ambulances previously used by the City to provide EMS transport are no longer needed. Staff initially reached out to the ambulance manufacturer to ascertain current market value for both ambulances. The manufacturer appraised the 2017 reserve ambulance at \$50,000 and the 2023 front line ambulance at \$150,000. Staff then contacted the City of Fort Worth to determine if there was any interest in acquiring the two ambulances for their new EMS transport system. City of Fort Worth staff evaluated both ambulances and have made an official offer of \$425,000 to purchase both ambulances. This offer is well above the manufacturer's appraised value and likely influenced by the construction and delivery time for new ambulances. It currently takes 15-18 months to receive a new unit with costs approaching \$500,000. Staff believes this offer to be very fair and reasonable in the current market.

Financial Considerations:

Under this agreement, the City of Fort Worth will provide a one-time cash payment of \$135,000 to the City of Richland Hills which will be applied to the remaining loan amount. The City of Fort Worth will also create an escrow account with a beginning balance of \$290,000 from which future subsidies will be deducted until the account reaches a zero balance. Staff believes that the FY 2025 Q4 payment, the FY 2026 subsidy, and a portion of the FY 2027 subsidy will be covered by this amount.

Legal Review:

The City Attorney has reviewed and approved the interlocal agreement for the purchase of the ambulances.

Board/Citizen Input:

N/A

Attachments:

Fort Worth/Richland Hills Interlocal Agreement to Purchase Ambulances

Council Action Requested:

Motion to approve Interlocal Agreement between the City of Fort Worth and the City of Richland Hills to purchase ambulances from the City of Richland Hills for the Fort Worth EMS system and authorize City Manager to sign agreement

INTERLOCAL AGREEMENT

This Interlocal Agreement (“Agreement”) is made and entered into between the City of Fort Worth (“Fort Worth”) and the City of Richland Hills (“Richland Hills”). Fort Worth and Richland Hills may be referred to herein individually as a “Party” and collectively as the “Parties” to this Agreement.

WHEREAS, both Richland Hills and Fort Worth have each determined a need for this Agreement to purchase ambulances for the benefit of Fort Worth’s EMS System and the public health of the residents and visitors to jurisdictions served by the EMS System;

WHEREAS, Richland Hills and Fort Worth are authorized by Section 791.025 of the Texas Government Code to agree with one another to purchase goods and services;

WHEREAS, the Parties agree that any payments required by the terms of this Agreement will be from current revenues available to the paying party.

NOW, THEREFORE, for and in consideration of the mutual obligations and benefits contained herein, Richland Hills and Fort Worth agree as follows:

I. PARTY OBLIGATIONS

1.1 The parties agree that each of the parties shall respectively designate a person to act under the direction of, and on behalf of, the designating party (the “Designated Representative”).

1.2 Richland Hills Obligations. Richland Hills, in addition to the terms and conditions of this Agreement, agrees to:

- a. Sell to Fort Worth two Frazer Type I Ambulances: 2017 model VIN#: 1FDUF4GT9HEC56784 and 2023 model VIN#: 1FDUF4GT0NDA17139 (the “Vehicles”) for a total price of \$425,000.00.
- b. Provide Fort Worth with clean and clear title to the Vehicles.
- c. Deliver the Vehicles to Fort Worth at 5021 James Ave. Fort Worth, Texas 76115, at Richland Hills’ expense, within 30 days of the execution of this Agreement.
- d. Warrants that the Vehicles are in good working condition, free from material defects, and suitable for use in Fort Worth’s EMS System at the time of delivery.

e. Maintain insurance coverage on the Vehicles during delivery until Fort Worth takes possession, with such coverage sufficient to cover the full value of the Vehicles

1.3 Fort Worth Obligations. Fort Worth, in addition to the terms and conditions of this Agreement, agrees to:

- a. Purchase from Richland Hills the Vehicles, as described above, for a total price of \$425,000.00, payable as described below.
- b. Pay \$135,000.00 to Richland Hills via check within 30 days of receipt of the title to the Vehicles.
- c. Credit Richland Hills \$290,000.00 against its payment obligation to Fort Worth for EMS System services under the EMS Interlocal Agreement (City Secretary Contract No. 63096).

II. MISCELLANEOUS TERMS AND CONDITIONS

2.1. This Agreement will be subject to all applicable federal, state and local laws, ordinances, rules and regulations. The Parties agree that payments for the performance of governmental functions or services pursuant to this Agreement must be payments from current revenues available to the paying party.

2.2 This Agreement may be terminated by either party, without cause or penalty, upon not less than thirty days written notice to the other party.

2.3 The parties acknowledge that each party and, if it so chooses, its counsel have reviewed and revised this Agreement and that the normal rule of construction to the effect that any ambiguities are to be resolved against the drafting party must not be employed in the interpretation of this Agreement or any amendments or exhibits hereto.

2.4 If any action, whether real or asserted, at law or in equity, arises on the basis of any provision of this Agreement, venue for such action shall lie in state courts located in Tarrant County, Texas or the United States District Court for the Northern District of Texas – Fort Worth Division. This Agreement shall be construed in accordance with the laws of the State of Texas.

2.5 If any term or provision of this Agreement is held to be illegal, invalid or unenforceable, the legality, validity or enforceability of the remaining terms or provisions of this Agreement shall not be affected thereby, and in lieu of each such illegal, invalid or unenforceable term or provision, the parties shall endeavor to agree to a legal, valid or enforceable term or provision as similar as possible to the term or provision declared illegal, invalid or unenforceable.

2.6 This Agreement may be executed in multiple counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

2.7 The undersigned officers and/or agents are properly authorized to execute this Agreement on behalf of the parties hereto and each party hereby certifies to the other that any necessary actions extending such authority have been duly passed and are now in full force and effect.

2.8 Fort Worth shall have the right to inspect the Vehicles upon delivery before accepting them. Richland Hills shall be responsible for all charges for the return to Seller of any Vehicles rejected as being nonconforming under the specifications.

2.9 The title and risk of loss of the goods shall not pass to Fort Worth until Fort Worth actually receives and takes possession of the Vehicles at the point or points of delivery after inspection and acceptance of the Vehicles.

2.10 In the event no funds or insufficient funds are appropriated and budgeted in any fiscal period for payments due under this contract, then Fort Worth will immediately notify Richland Hills of such occurrence and this contract shall be terminated on the last day of the fiscal period for which funds have been appropriated without penalty or expense to Fort Worth of any kind whatsoever, except to the portions of payments herein agreed upon for which funds shall have been appropriated and budgeted or are otherwise available.

2.11 All notices, requests, demands, and other communications which are required or permitted to be given under this Agreement shall be in writing. Notices required pursuant to the provisions of this Agreement shall be conclusively determined to have been delivered when (1) hand-delivered to the other party, its agents, employees, servants or representatives, (2) received by the other party by United States Mail, registered, return receipt requested, addressed as follows:

To Fort Worth: City of Fort Worth Attn: Purchasing Manager 100 Fort Worth Trail Fort Worth, TX 76102-6314 With copy to Fort Worth City Attorney's Office at same address	To Richland Hills: City of Richland Hills Attn: City Secretary 3200 Diana Dr. Richland Hills, TX 76118 With copy to Richland Hills Fire Department at same address
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2.12 This Agreement shall take effect on the date of execution by both Parties and shall remain in effect until the completion of the sale and transfer of the Vehicles, unless terminated earlier pursuant to Section 2.2.

2.13 In the event of a dispute arising under this Agreement, the Parties agree to attempt to resolve the dispute through good-faith negotiations between their Designated Representatives before pursuing legal action.

[Executed effective as of the date signed by the Assistant City Manager below.] /
[ACCEPTED AND AGREED:]

City: By: _____ Name: Valerie Washington Title: Assistant City Manager Date: _____	Richland Hills By: _____ Name: Candice Edmondson Title: City Manager Date: _____
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CITY OF FORT WORTH INTERNAL ROUTING PROCESS:

Approval Recommended: By: _____ Name: Marilyn Marvin Title: Property Management Director Approved as to Form and Legality: By: _____ Name: Taylor C. Paris Title: Assistant City Attorney Contract Authorization: M&C: _____	Contract Compliance Manager: By signing I acknowledge that I am the person responsible for the monitoring and administration of this contract, including ensuring all performance and reporting requirements. By: _____ Name: _____ Title: _____ City Secretary: By: _____ Name: Jannette S. Goodall Title: City Secretary
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Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Candice Edmondson, City Manager

Date: May 27, 2025

Subject: City Council Committees

Agenda Item:

Consider appointments to City Council Committees

Background Information:

The City Council has previously created City Council Committees to work with staff on important initiatives and projects. The committees consist of members of the City Council with meetings held as needed. Council may consider appointments for the following committees:

- Development Committee
- Infrastructure Committee
- Finance Committee

A list of the 2024 City Council Committee members is attached to this memo for reference.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

2024 City Council Committees List

Council Action Requested:

Motion to appoint members to City Council Committees

City Council Committees 2024

Development Committee

- GW Estep
- Theresa Bledsoe

Infrastructure Committee

- Doug Knowlton
- Roland Goveas

Finance Committee

- John Skier
- Travis Malone

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Lindsay Rawlinson, City Secretary

Date: May 27, 2025

Subject: Consider appointments to Boards and Commissions

Agenda Item:

Consider appointments to Boards and Commissions.

Background Information:

Following the May 2025 General Election and in accordance with the City's Charter Section 17.12 – Nepotism, there are several boards and commissions that now have vacancies. The Richland Hills Development Corporation, the Planning and Zoning Commission, the Zoning Board of Adjustment, and the Tax Increment Reinvestment Zone have vacancies. Additionally, the Animal Shelter Advisory Board has vacancies.

In accordance with Chapter 10 of the Richland Hills Code of Ordinances, the City Council shall review and make appointments to the City's boards and commissions in September with two-year terms to commence beginning in October. Full consideration for all boards and commissions will take place in September 2025. The following vacancies are for the remainder of the terms listed below.

On the Richland Hills Development Corporation, there is a need to appoint a councilmember to Place 4 (formerly held by Douglas Knowlton.)

On the Planning and Zoning Commission, there is a need to fill the vacancy created in the Place 4 position (formerly held by Mary Witt.)

The Zoning Board of Adjustment has a vacancy in Place 5 (formerly held by Lisa Skier) and Alternate 3 (formerly held by Mike Witt.)

The Tax Increment Reinvestment Zone has a need to appoint Councilmember Mike Witt to Place 2 (formerly held by Douglas Knowlton.)

The Animal Shelter Advisory Board has a vacancy in the Place 4 position (formerly held by Lee Turnage) and the Alternate 2 position.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

Boards and Commissions vacancies

Council Action Requested:

See attached.

Richland Hills Development Corporation

Directors	Name	Current Term
Place 1	Curtis Bergthold, Mayor	2024 – 2026
Place 2	Travis Malone	2024 – 2026
Place 3	GW Estep	2024 – 2026
Place 4	VACANT	2024 – 2026
Place 5	Allison Barger	2024 – 2026
Place 6	Ray Stilwell	2024 – 2026
Place 7	Jorge Cisneros	2024 – 2026

Consists of 7 Directors

- Places 1–4 are designated for Councilmember directors
- Places 5–7 are designated for Citizenmember directors

Officers

- President – Candice Edmondson
- Treasurer – Terry Leake
- Secretary – Lindsay Rawlinson

The Chairman of the Board shall be the Mayor or Mayor Pro Tem.

Each director shall hold office for the term for which the director is appointed unless sooner removed or resigned. Each director, including the initial directors, shall be eligible for reappointment. Directors are removable by the City Council at will and must be appointed for a term of two (2) years. A vacancy occurring on the board of directors through death, resignation or otherwise shall be filled by appointment by the City Council for the remainder of the vacating member's term.

Council Action Requested:

Places with a vacancy (RHDC):

- Place 4 (Councilmember) – Any member of the City Council may nominate for vacancy.

Planning & Zoning Commission

Place	Name	Current Term
Place 1	Kenneth Keating	2023 – 2025
Place 2	Michael Wilson, Chair	2024 – 2026
Place 3	Jackson Durham	2023 – 2025
Place 4	VACANT	2024 – 2026
Place 5	Kelle Jones	2023 – 2025
Alternate 1	Keith Albee	2024 – 2026
Alternate 2	Ray Stilwell	2024 – 2026

Consists of 5 Members and 2 Alternates

The Commission shall elect a Chairman from its membership.

Council Action:

Places up for appointment or reappointment:

- Place 4 – Any member of City Council may make nomination – Currently vacant.

Zoning Board of Adjustment

Place	Name	Current Term
Place 1	Jorge Cisneros	2024 – 2026
Place 2	Edward Lopez	2024 – 2026
Place 3	Ashly Schilling	2024 – 2026
Place 4	Donald Acker, Chair	2024 – 2026
Place 5	VACANT	2024 – 2026
Alternate 1	Joyce Fiaccone	2024 – 2026
Alternate 2	Melissa Scheuttig	2024 – 2026
Alternate 3	VACANT	2024 – 2026
Alternate 4	Rachel Konopka	2024 – 2026

Consists of 5 Members and 4 Alternates

- 1) The Board of Adjustment shall consist of five members who are residents of the city, each to be appointed by the City Council for a term of two years and removable for cause by the appointing authority upon written charges and after public hearing. The City Council shall designate one member as Chairperson.
- 2) Vacancies shall be filled for the unexpired term of any member whose place becomes vacant for any cause in the same manner as the original appointment was made; provided, however, that the City Council may appoint four alternate members of the Board of Adjustment who shall serve in the absence of one or more of the regular members when requested to do so by the Mayor or City Manager, as the case may be.
- 3) All cases to be heard by the Board of Adjustment shall be heard by a minimum of four members.
- 4) These alternate members, when appointed, shall serve for the same period as the regular members, which is for a term of two years, and any vacancy shall be filled in the same manner as would be used to appoint a regular member, and they shall be subject to removal in the same manner as the regular members.

Council Action:

Places up for appointment or reappointment:

- Place 5 – Any member of the City Council may nominate for vacancy.
- Alternate 3 – Any member of City Council may nominate for vacancy.

Tax Increment Reinvestment Zone

Place	Name	Current Term
Place 1	Curtis Bergthold, Chair	2024 – 2026
Place 2	VACANT	2024 – 2026
Place 3	Travis Malone	2024 – 2026
Place 4	Theresa Bledsoe	2024 – 2026
Place 5	John Skier	2024 – 2026
Place 6	GW Estep	2024 – 2026
Place 7	Roland Goveas	2024 – 2026
Place 8	Theresa Parsons, Tarrant County	2024 – 2026
Place 9	Bill Garretson, Citizen Member	2024 – 2026

Consists of 9 Members

- Places 1 through 7 – representatives of the City (Council)
- Place 8 – representative of Tarrant County
- Place 9 – one additional representative of the City

The Board shall consist of nine members including one County representative and eight City representatives. Such members may be members of the City Council. The person appointed to Place 8 is not required to be a resident of Richland Hills.

Council Action:

Places up for appointment or reappointment:

- Place 2 (Councilmember) – Any member of the City Council may nominate for vacancy.

Animal Shelter Advisory Board

Place	Name	Current Term
Place 1	Dr. William Anderson	2023 – 2025
Place 2	Victoria Sutherland	2024 – 2026
Place 3	Kay Fisk, Chair	2023 – 2025
Place 4	VACANT	2024 – 2026
Place 5	Kris Freudiger, Vice Chair	2023 – 2025
Alternate 1	Jenny Clark	2024 – 2026
Alternate 2	VACANT	2024 – 2026

Consists of 5 Members and 2 Alternates

- Place 1 – licensed veterinarian
- Place 2 – a representative of an animal welfare organization
- Place 3 – municipal official who may be an elected official or employee of the city
- Place 4 – a person whose duties include daily operation of the animal shelter
- Place 5 – a person who volunteers at the animal shelter.

The persons who are appointed to places 1 through 4 need not be registered voters within the city, but registered voters within the city shall be given preference for appointment. The person appointed to place 5 shall be a registered voter within the city. The persons appointed as alternates to this board need not be registered voters within the city, but registered voters within the city shall be given preference for appointment. The officers of the boards shall be a Chairman and Vice-Chairman selected by a majority vote of the City Council. Each board shall have a secretary, who shall be appointed by the City Manager.

Council Action:

Places up for appointment or reappointment:

- Place 4 – Any member of City Council may nominate
- Alternate 2 – Any member of City Council may nominate

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Candice Edmondson, City Manager

Date: May 27, 2025

Subject: Street Improvement Fund Reallocation

Agenda Item:

Consider reallocation of Street Improvement Funds from the Oak Park Drive street reconstruction project to street maintenance and professional services to complete an updated Pavement Condition Index assessment

Background Information:

In March 2025, City Council approved an Interlocal Agreement with Tarrant County for the reconstruction of Oak Park Drive from Ash Park Drive to Elm Park. The partnership allowed the County to provide labor and equipment while the City covered material and support costs. The FY 2025 Street Improvements Fund included \$450,000 for this project. Based on final cost estimates, the City's share is now projected at approximately \$230,000, generating a savings of \$220,000.

Proposal:

Staff recommends reallocating the \$220,000 in unspent Oak Park Drive project funds toward two key initiatives:

- Additional street maintenance including curb and gutter repair, pothole patching, and localized pavement improvements
- An updated Pavement Condition Index (PCI) assessment to replace the City's last study conducted in 2017. The updated PCI will provide data-driven insights into current pavement conditions and guide future maintenance planning and capital investment.

Financial Considerations:

The FY 2025 Street Improvement Fund includes \$450,000 for the reconstruction of Oak Park Drive. The estimated cost for the project is \$230,000 leaving a balance of \$220,000 in the project fund. Staff recommends reallocating the \$220,000 to additional street maintenance and an updated PCI assessment.

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

None

Council Action Requested:

Motion to approve reallocation of Street Improvement Funds from the Oak Park Drive street reconstruction project to street maintenance and professional services to complete an updated Pavement Condition Index assessment

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Kip Dernovich, Director of Public Works and Capital Projects

Date: May 27, 2025

Subject: Street Improvement Projects

Agenda Item:

Street Improvement Projects

Background Information:

Staff will provide an update on the FY 2025 street improvement projects.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

Attachments:

N/A

Council Action Requested:

No Council Action

Memorandum

To: Honorable Mayor Curtis Bergthold and Richland Hills City Council Members

From: Candice Edmondson, City Manager

Date: May 27, 2025

Subject: April Department Monthly Reports

Agenda Item:

April Department Monthly Reports

Background Information:

Attached are the monthly Department Reports. If you have any questions regarding the reports, please contact me or the appropriate Department Head.

Financial Considerations:

N/A

Legal Review:

N/A

Board/Citizen Input:

N/A

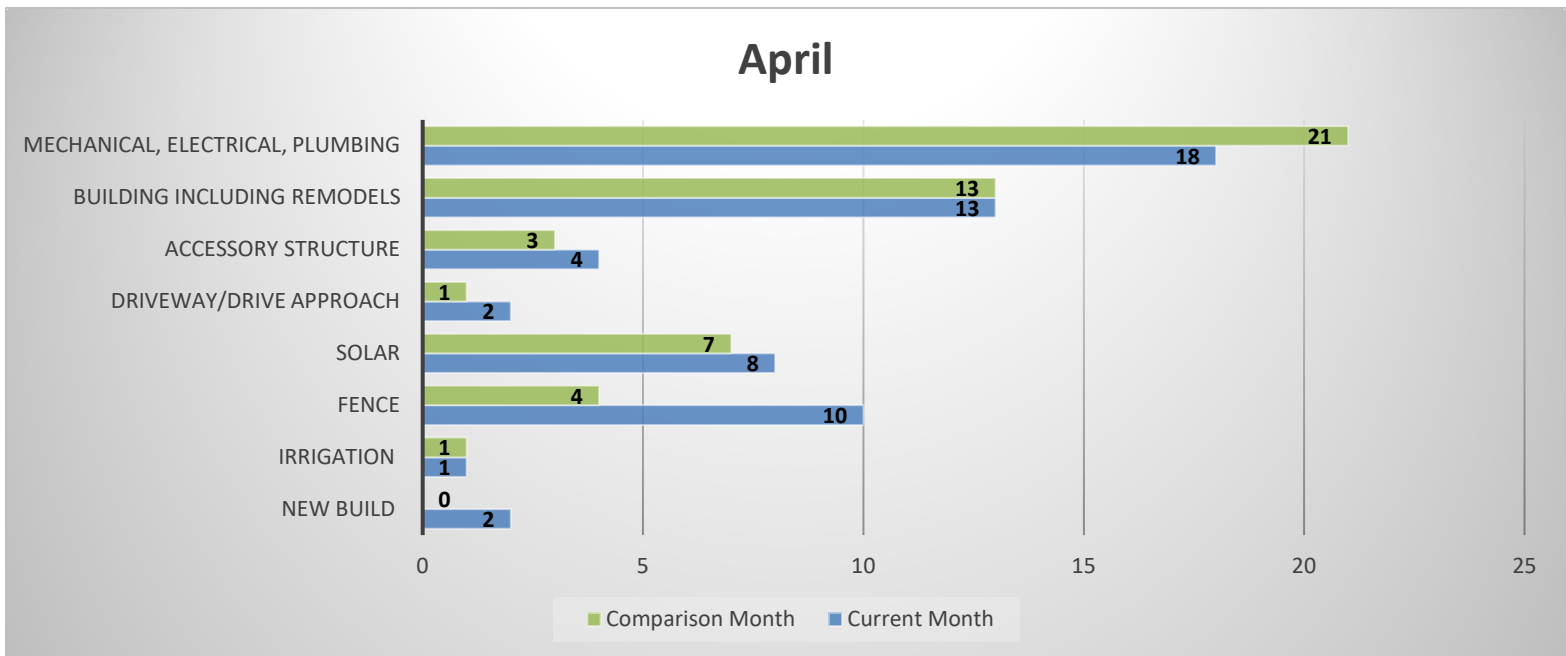
Attachments:

April Department Reports

Council Action Requested:

No Council Action

Development Services



	Mechanical Electrical Plumbing	Building Including Remodels	Accessory Structure	Driveway Drive Approach	Solar	Fence	Irrigation	New Build
Current Month Residential	13	10	4	2	8	10	1	2
Current Month Commercial	5	3	0	0	0	0	0	0
Current Fiscal Year 2024-2025	126	134	8	11	19	53	2	57
Previous Month Residential	17	11	3	1	7	1	1	2
Previous Month Commercial	4	2	0	0	0	3	0	0

	Current Month	Comparison Month Previous Year	Fiscal Year To Date 2024-2025
Sign Permit	1	2	13
ROW Permit	5	48	92
Garage Sale Permit	19	27	113
Zoning, SUP, Code Consults	1	0	12
Pool Permits	0	1	1

Business Summary

	Current Month	Comparison Month Previous Year	Fiscal Year To Date 2024-2025
Registered Rental CO's	5	6	42
Issued Commercial CO's	5	5	15
Mobile Food Vendor	4	0	6

Received Certificate of Occupancy

- Ana Massage& Spa Ltd, 7530 Glenview Dr Ste D – Massage Therapy, Licensed
- Vape Oasis, 7530 Glenview Dr Ste B – Retail, Stores, and Shops
- Salon Suites 336, 7017 Baker Blvd Ste C – Beauty Salon/ Barber Shop
- Capstone Calibration, 7016 Baker Blvd – Office, Administrative, Medical, or Professional

Number of Potential Business Certificate of Occupancy Meetings: 2

Number of Developmental Review Committee / Plan Review: 0

Fire

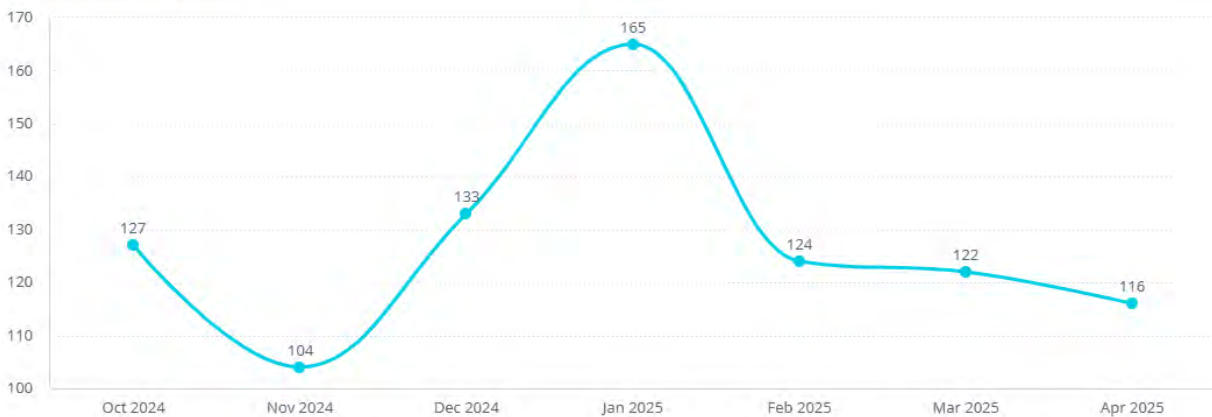
Fire/EMS Operations:

- Personnel completed **25** annual business inspections throughout the month.
- Members completed a combined **567** hours of training throughout the month.
- Turnout times averaged **71 seconds** for April. The national standard is 80 seconds or less.
- Response times for April averaged **4 minutes 45 seconds** from receipt of call-in dispatch to the first fire unit arriving on scene to assist.
- Personnel responded to one working fire in the city and three working fires in other communities during April.
- Ambulance billing revenue for March 2025 was **\$0.00**
- Year to Date Ambulance Billing Collection is: **\$40,365.67**
- Smoke alarms continue to be available to those who need them. There is no cost and FD personnel will install them. No smoke detectors were installed in April.
- Vial of Life emergency medical information pouches are available at the fire station and Library.
- Medication disposal pouches are also available at the fire station. The box is mounted on the wall in the lobby of the new fire station. Boxes have also been added at the library and at City Hall. Please help yourself.
- Emergency incident responses in April 2025 were **almost the same as** incident responses in April 2024.

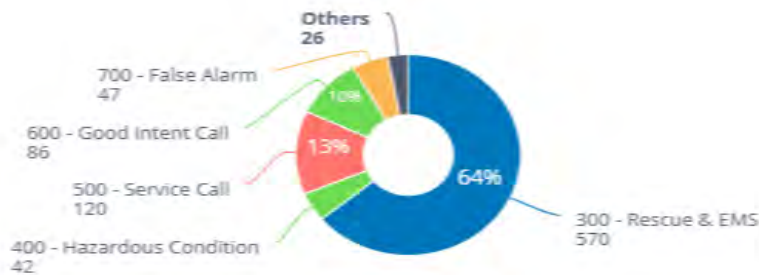
Operations Response Data:

Service Calls – Through April 30, 2025			
	Current Month	April 2024	FY2025 Total
Fire Calls	1	3	24
EMS/Major Accidents/ Rescues	86	68	484
Hazardous Conditions – No Fire	4	7	38
Public Assistance	14	9	106
Good Intent (No Service Rendered)	4	20	82
False Alarm	7	8	40
Severe Weather & Natural Disaster	0	0	0
Total Calls	116	115	890
Automatic / Mutual Aid			
	Current Month	April 2024	YTD Total
Aid Received		48	179
Aid Given		20	79

Count of Incidents by Month



Percentage of Incident Type Groups



Medstar Response Data:

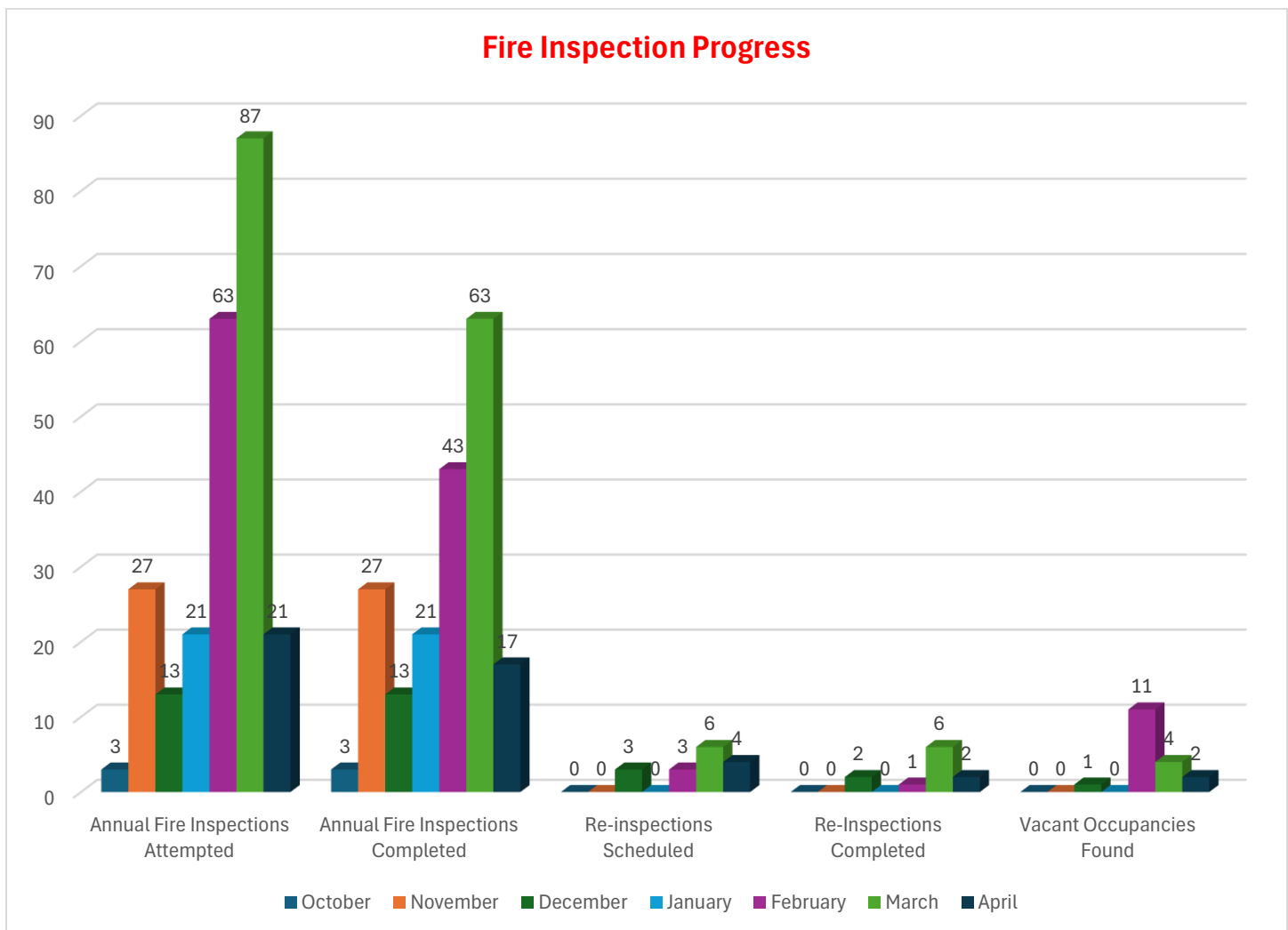
Priority	Count of Monthly Responses	Transports	Transport Percentage	Average Response Time
P1	21	19	90.48%	0:09:10
P2	23	18	78.26%	0:09:52
P3	25	19	76.00%	0:11:27
P4	1	0	0.00%	
Overall Total:	70	56	80.00%	0:10:10
Priority Total:	21	19	90.48%	0:09:10
Non-Priority Total:	49	37	75.51%	0:10:39

**In alignment with consultant recommendations, Medstar reduced the number of priorities from eight to four. Only P1 calls are considered emergencies under the new system tracking guidelines.

Emergency Management:

- Monthly outdoor warning siren tests have been successful, and the new equipment seems to be working great.
- We continue to educate the public on the purpose of the sirens and the misconception that they should warn them inside their homes. Staff are planning to put together a public service announcement to further reinforce the intent and purpose of these warning tools.
- Staff have submitted all required documentation for the renewal process for our part in the Tarrant County Hazard Mitigation Plan which addresses hazards in the community related to natural disasters and events impacting the region.
- Staff will be assisting with the planning and implementation of a tabletop exercise with the NCTCOG related to the upcoming FIFA World Cup events that will be hosted across the Metroplex.

Fire Marshal's Office:



- Attended Fire Advisory Board Meeting for 2024 International Fire Code Local Amendments through NCTCOG
- Submitted for a Public Education Grant through Home Fire Sprinkler Coalition
- Met with a promotional company to provide Public Education shirts and magnets for Fire Dept. booth handouts at no cost.
- Fees invoiced: **\$3,521.00**
- Fees collected: **\$1,226.00**

EMS/Community Paramedic:

	Patient Contacts	Referrals/Follow- ups	Car Seat Installs	Instruction Hrs.	Events Attended	Training Hrs.	Notes
November							
December	3	5		0	1		
January	1	2	1	0	0	184	FWFD New PM
February	2	3	1	0	0		CPR Instructor
March	6	15	1	12	0	118	CC Paramedic
April	15	42	0	108	2	0	N/A
May							
June							
July							
August							
September							
Totals	27	67	3	120	3	302	

RICHLAND HILLS PUBLIC LIBRARY

APRIL • 2025



IMPACT

The library hosted a Plant and Seed Share in April as a 75th Anniversary throw back event. It was very well attended and we plan to bring it back next spring.

Our very popular Literary Society Book Club had a well attended meeting of 17 people and the AARP Volunteers finished out another successful year of free tax prep saving 163 residents approximately \$30,000

KEY FACTS (LAST YEAR)

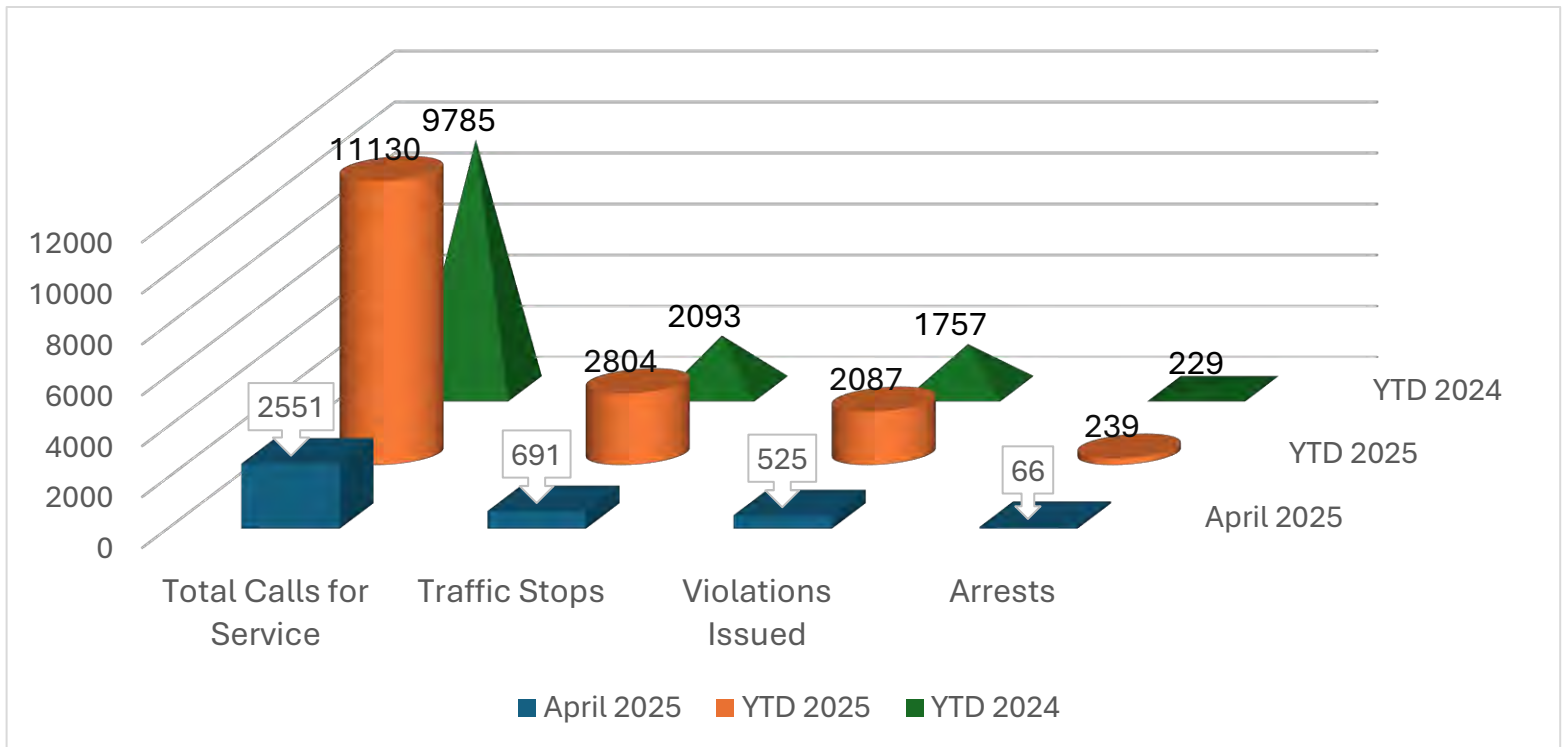
- 1413 Visitors (1435)
- 885 Program Attendance (298)
- 17 Programs & Events (16)
- 3218 Total Items Checked Out (3367)
- 1297 Questions Answered (1921)
- 13 Posters printed for other City Departments (9)
- 179 Computer Sessions (175)



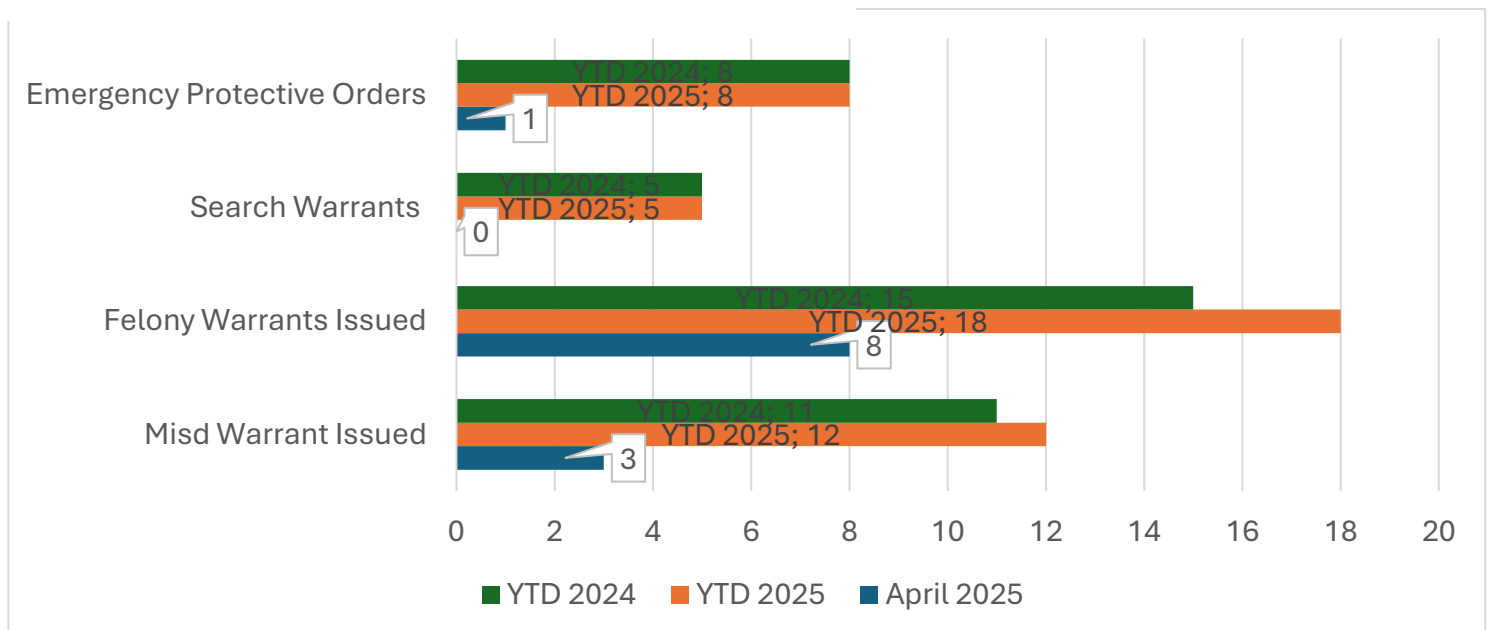
Police Department

**APRIL
2025**

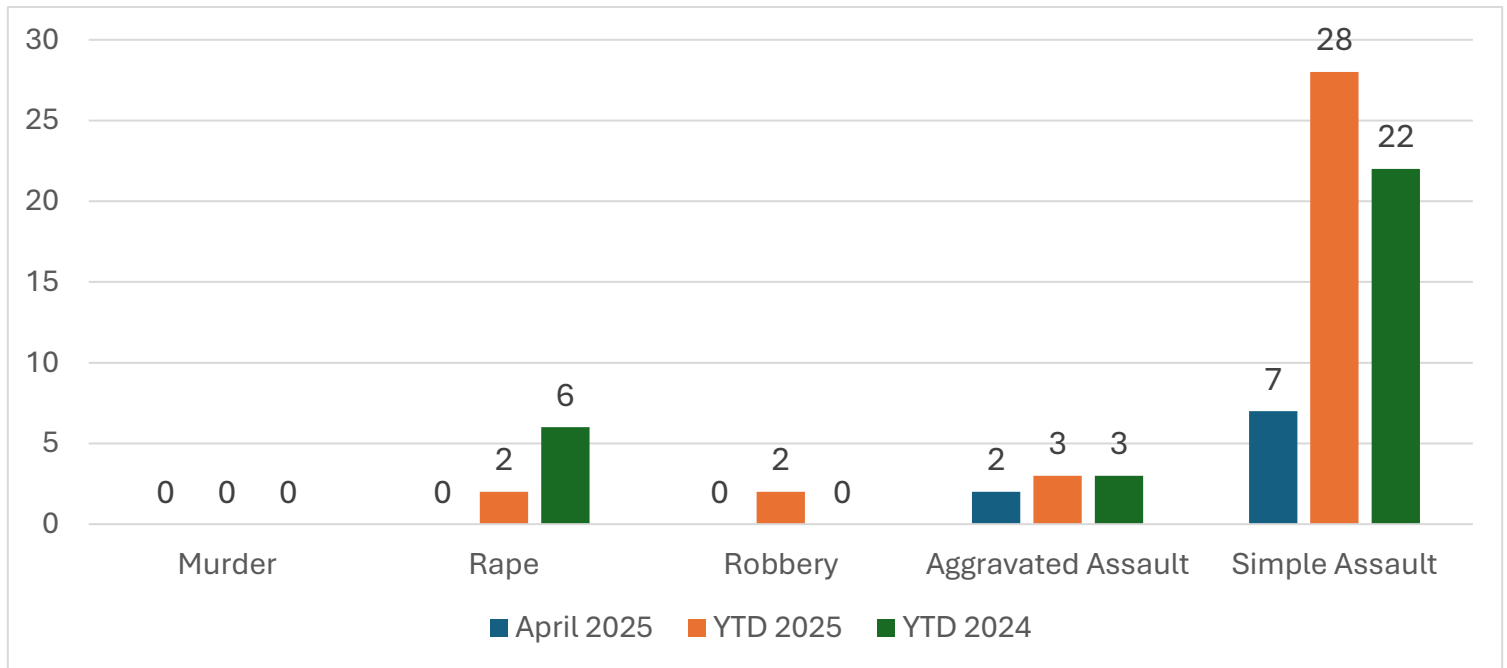
SERVICE CALLS



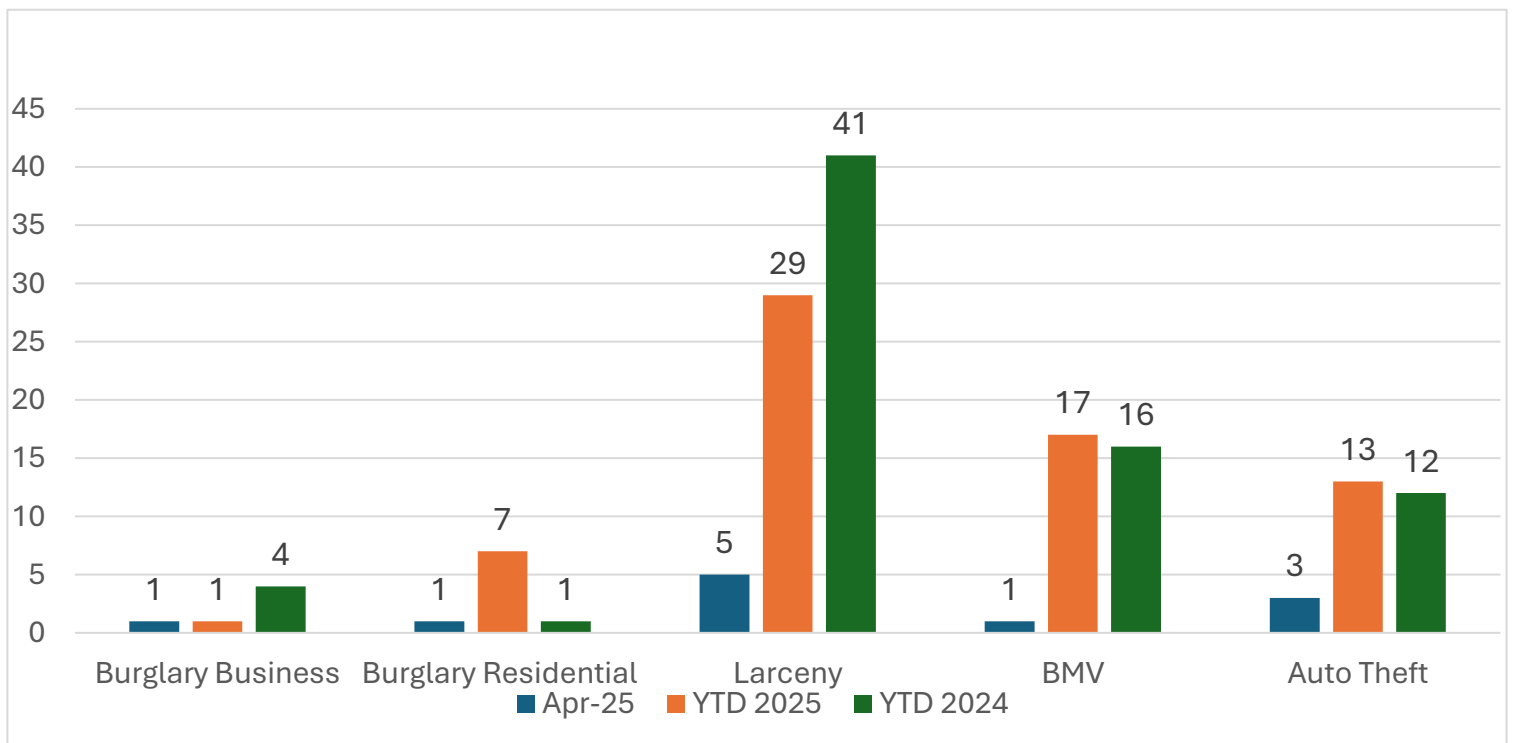
CRIMINAL INVESTIGATIONS



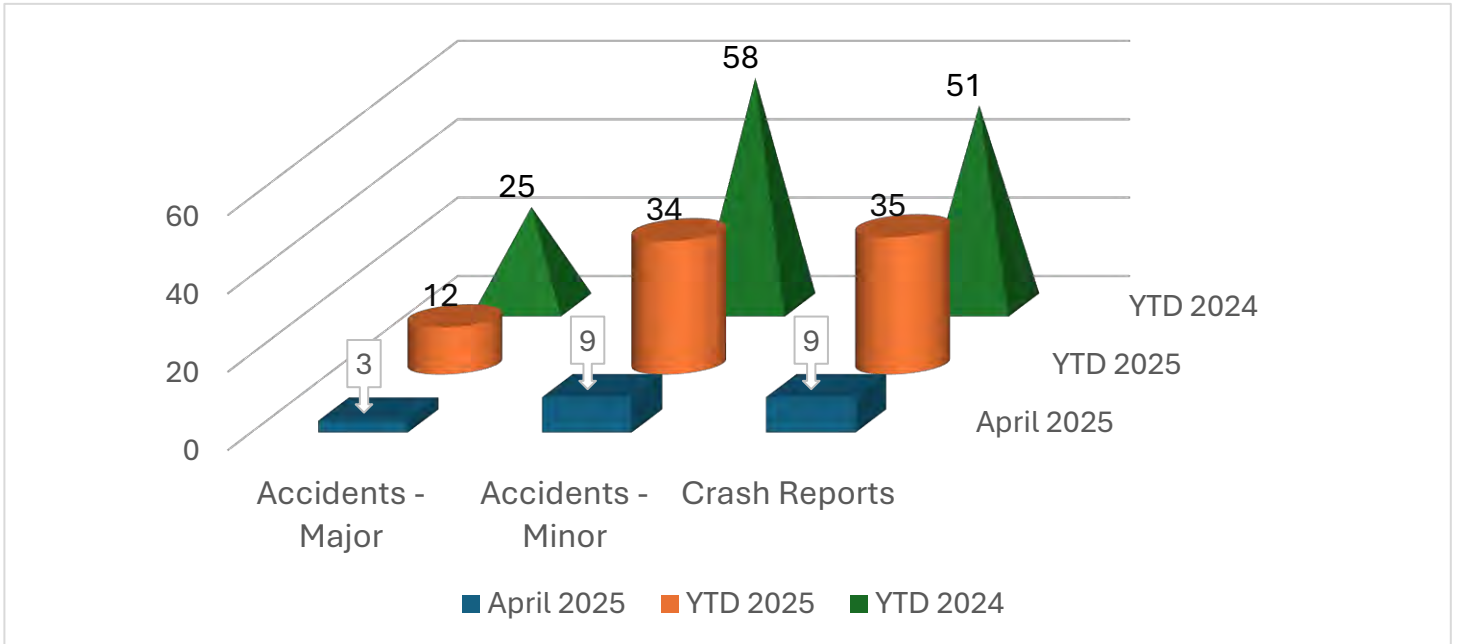
PART 1 VIOLENT CRIME



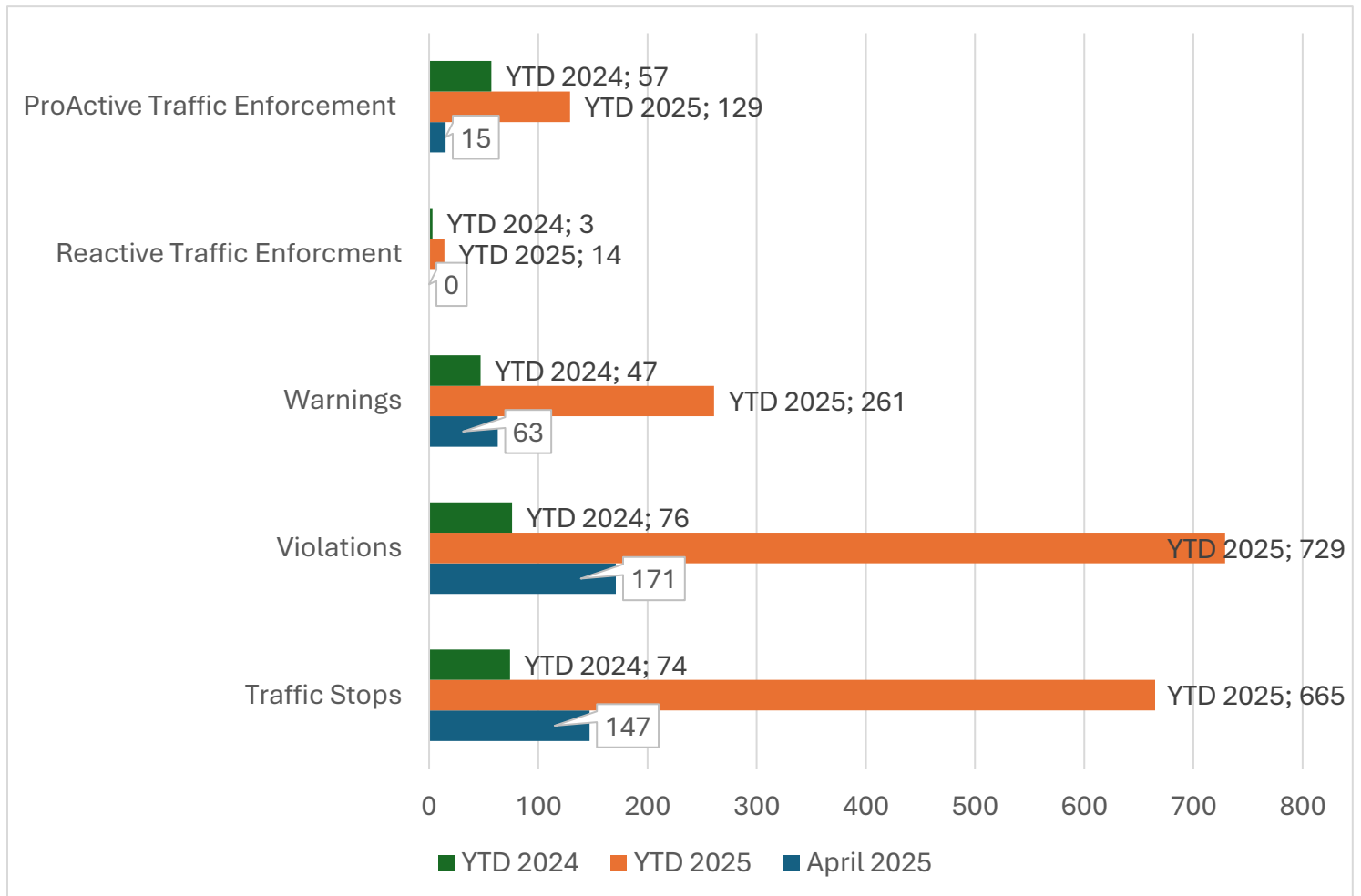
PART 1 PROPERTY CRIME



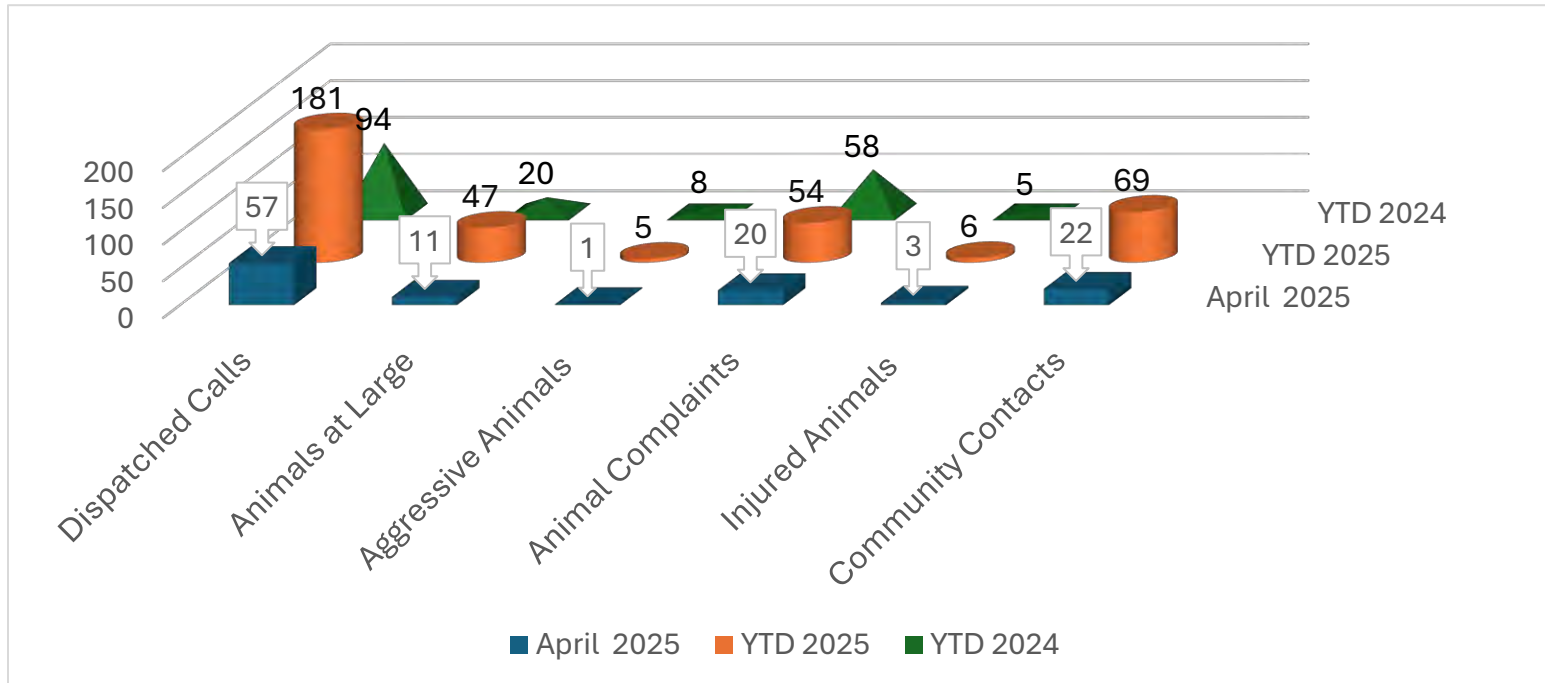
TRAFFIC ACCIDENTS



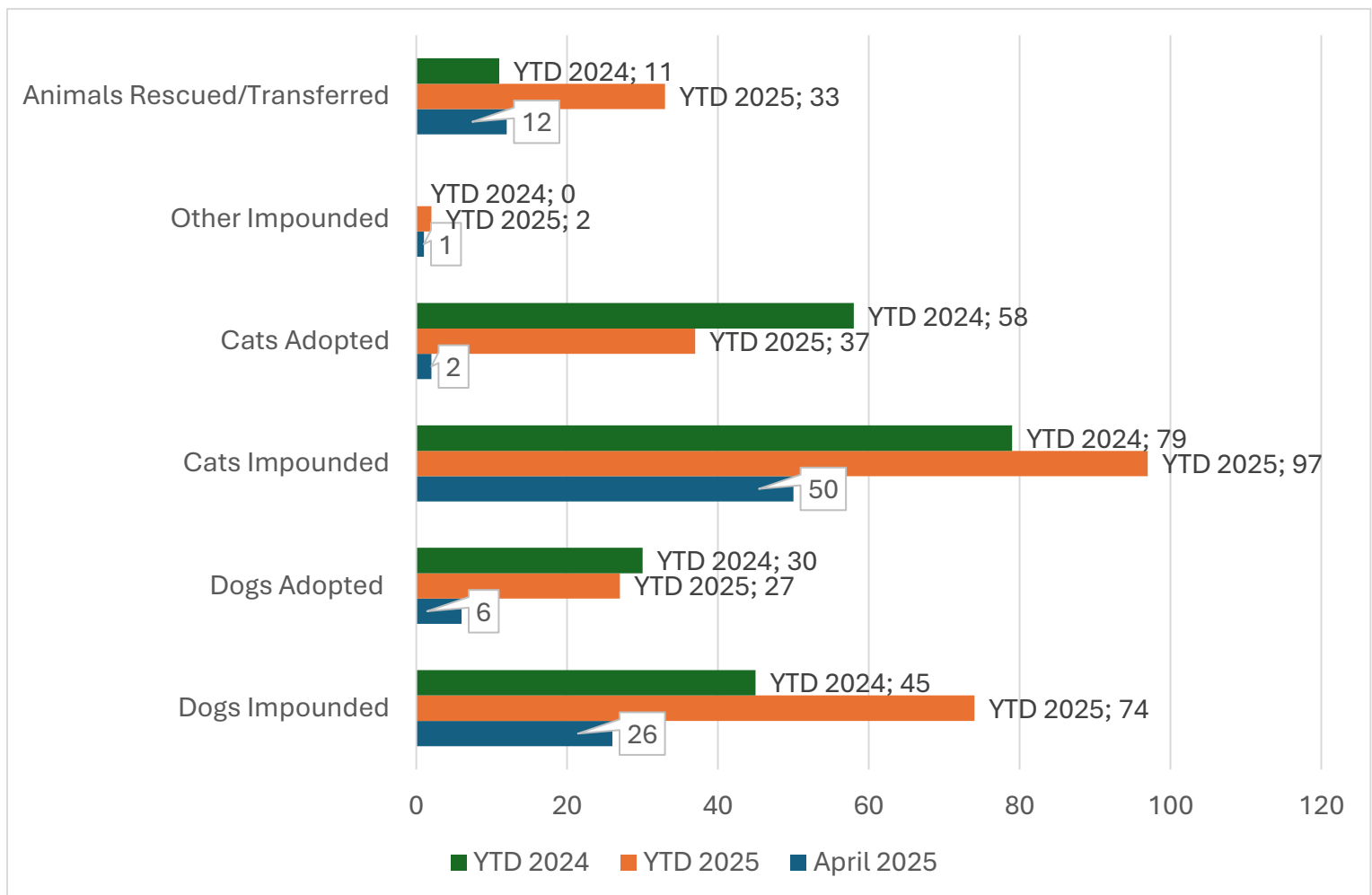
TRAFFIC UNIT



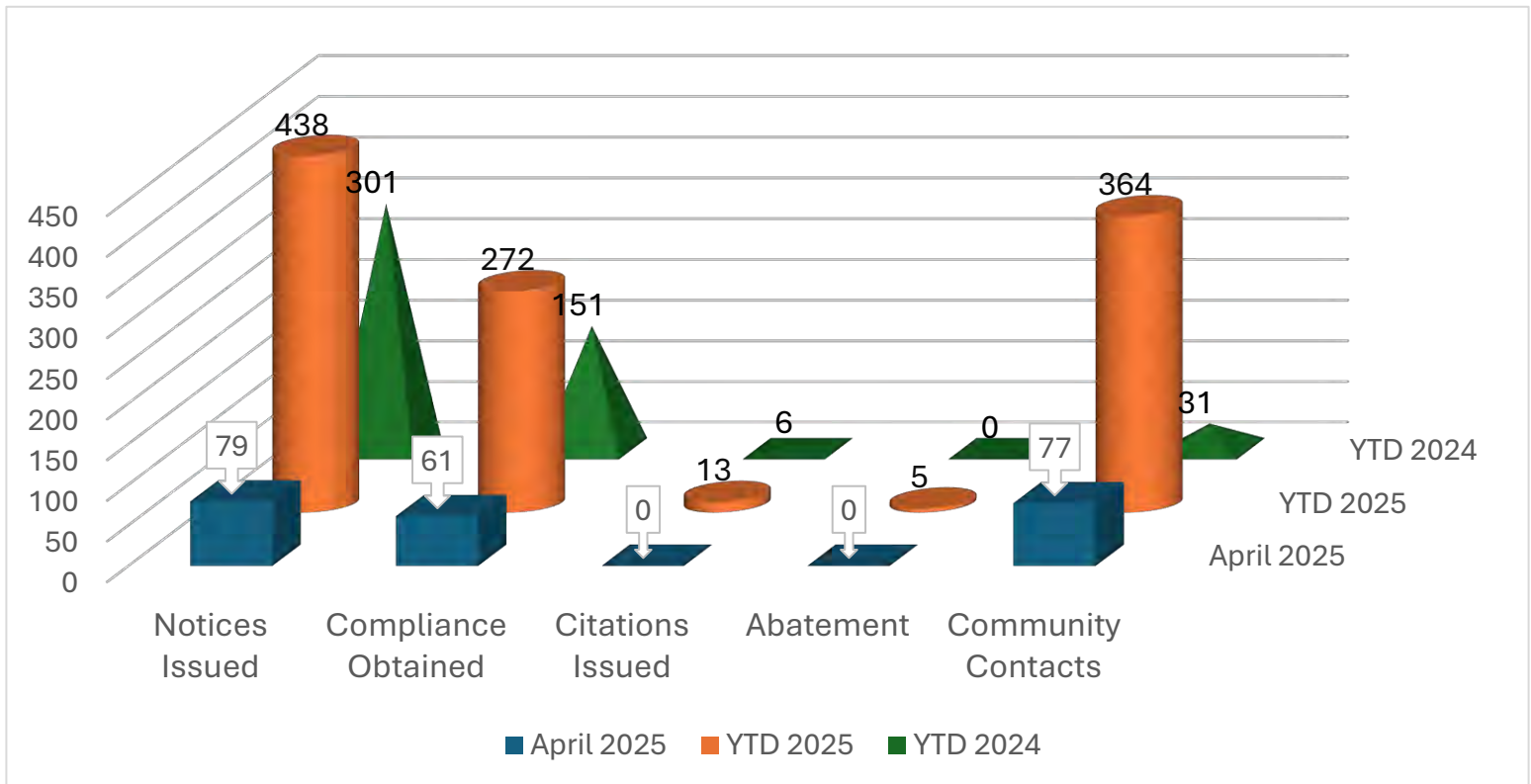
CALLS FOR SERVICE – ANIMAL SERVICES



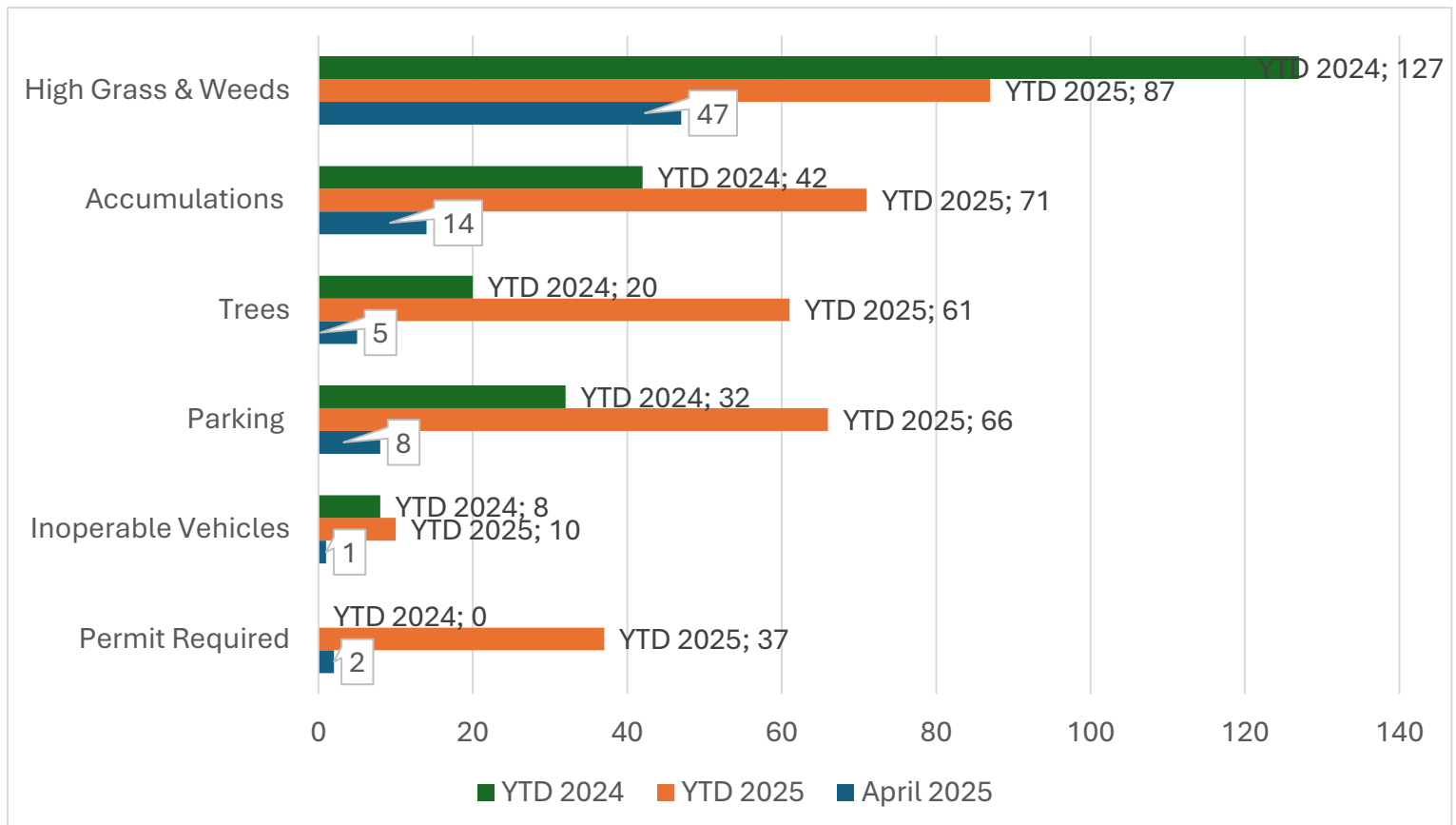
IMPOUNDS & ADOPTIONS



CALLS FOR SERVICE – CODE COMPLIANCE



CODE – COMMON VIOLATIONS





ACCOMPLISHMENTS

POLICE DEPARTMENT

- April 12th – LT. Miller and LT. Gaytan attended the City Easter Event
- Staff recognized Telecommunicator and Animal Control Appreciation Week.

COMMUNITY COMPLIANCE

- In April, Vax Shack performed 37 spay/neuter surgeries and provided over 80 immunizations.
- On April 5th and 6th, Kay Fisk and Catherine Fullenwider attended the Dallas Mega Adoption Event at the Kay Bailey Hutchison Convention Center.
- April 7th-12th – Animal Control Officer Appreciation Week
- Lieutenant Gaytan transitioned to oversee the Community Compliance Unit.
- The Community Compliance Unit assisted an elderly resident in the 6800 block of Bridges with debris disposal.
- The Community Compliance Unit assisted a resident in the 6800 block of John Drive in applying for assistance with Serving our Seniors, who, in turn, assisted the resident by removing a dilapidated fence and replacing it with a new one. The City assisted by providing a dumpster to dispose of the old fencing material.
- The Community Compliance Unit assisted a resident in the 6700 block of Hardisty Street in applying for assistance with Serving our Seniors, who, in turn, assisted with removing and disposing of a large tree.

THE LINK REPORT

APRIL 2025



**MEMBERSHIP
& DAY PASSES
\$6,459**

**PROGRAMS
& ACTIVITIES
\$1,400**

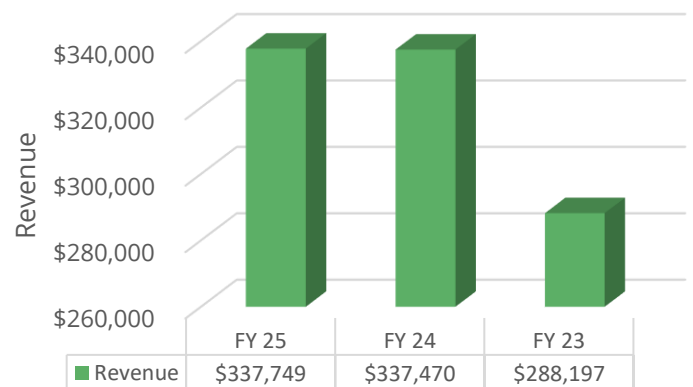
**APRIL
REVENUE
RECAP**

**CHILDCARE
PROGRAMS
\$23,891**

Highlights

- The Link's total April revenue reached **\$46,500**.
- Celebrated The Link's 8th anniversary with membership sale, free day passes, and cupcakes.

Year To Date Revenue



Memberships & Day Passes

Qty.

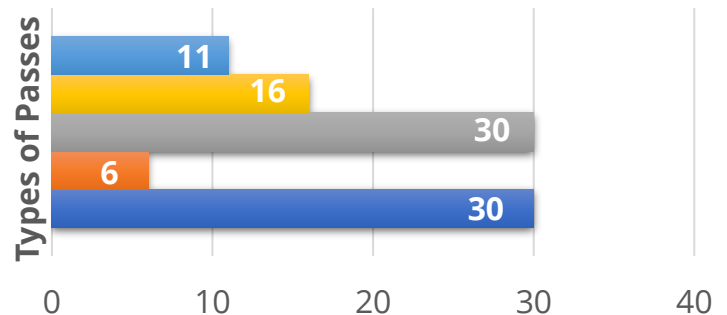
Membership Scans	2,243
Unique User Scans	365
Memberships Sold	16
Memberships Expired	28
Total Paid Members	306
Total Insurance Members	329

Program & Activities

Participants

Ballet	10
Basketball Lessons	6
Karate	5
Belly Dancing	6
Homeschool Recess	6
Crochet with Arfaye	2
Senior Lunch Bunch	93
Senior Brown Bag and Bingo	13
Senior Paint Along	7
Trip – Ennis Bluebonnets	12
Trip – Mushroom Street Farm	14
Pickleball Monthly Pass	36
Volleyball Monthly Pass	42

April Day Passes Sold



Passes Sold

Bird's Nest Pass	Pickleball Pass
Youth Pass	Senior Pass
Adult Pass	

Childcare Programs

After School Program
April Day Camps

Enrollments

107 students
28 students

RENTALS & SPECIAL EVENTS

APRIL 2025

56 PRIVATE RENTALS

\$12,377 | 15 gym rentals | 32 private rentals | 9 city rentals

April Events

Easter Celebration

April 12 from 10am-12noon

DFW Diecast Extravaganza & Toy Show

April 19 from 8am-1pm

Clean, Green, & Lean

April 26 from 8-10am

The Link 8th Anniversary and Open House

April 26 from 10am-12noon

Upcoming Events

75th Anniversary Cemetery Tour

May 10 from 10am-1pm

Food Truck League

May 12 from 6-8pm

Music in the Park

May 15 from 7-8:30pm



- Hosted the annual Easter Egg Celebration at The Link Plaza, providing a fun and festive event for the community.
- Responded promptly to storm damage and conducted cleanup efforts throughout the month of April to ensure park and facility safety.
- Facilitated the installation of the Mayor's Monarch Butterfly Garden, supporting local pollinator conservation efforts.
- Installed a red-light filter in The Link Plaza in honor of fallen firefighters across the nation, creating a meaningful tribute space.
- Staff assisted with Election Day preparations at City Hall Plaza, including establishing 100-foot boundary markers to comply with Texas Election Code §§ 61.003 and 85.036, which prohibit electioneering within this perimeter.



PUBLIC WORKS – Work Orders

TOTAL WORK ORDERS: 321

STREETS

	CURRENT	YTD
Potholes	31	112
Street Patch	3	6
Debris Removal/Mowing	12	31
Sign Repair/Install	11	111
Manhole Repairs	0	2
After Hour Calls	2	12
Other (Mosquito Testing/Spray, etc.)	3	34

WATER

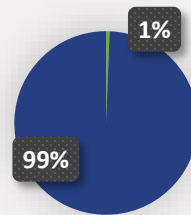
	CURRENT	YTD
Water Line Break	1	5
Water Line Repair	2	8
Meter Leak/Repair	15	52
After Hour Calls	7	24
Other (Water pressure, odor, etc.)	14	55

SEWER

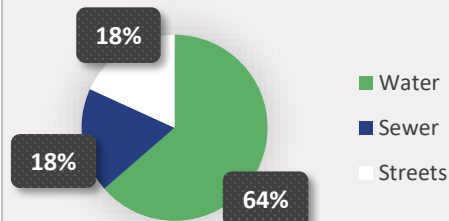
	CURRENT	YTD
Sewer Line Break	1	1
Sewer Line Repair	1	5
Household Back-up	11	40
Drainage	4	14
After Hour Calls	2	6
Other (Odor, etc.)	2	16

LINE LOCATES

■ Emergency ■ Non-emergency



AFTER-HOUR CALLS



UTILITIES – Work Orders

TOTAL WORK ORDERS: 254

SERVICES

	CURRENT	YTD
Meter Turn On	69	128
Service Shut Off	63	119
Final Reads	34	127
Service Starts	29	129
Re-Read Meter	1	7

GENERAL

	CURRENT	YTD
Possible Leak	17	50
Meter Repairs/Replacement	6	19
Reset Encoder	9	20
No Reads	3	47
Other (Low Consumption, Meter Tests, etc.)	23	54

Operational Updates

- 1100' of sewer line cleaned.
- 60 man-hours spent reading wells and water sampling.
- 20 man-hours spent conducting NAP Testing.
- Lift Station Maintenance.
- Routine/Seasonal mowing throughout the city, including channels.
- US Underwater completed state required, annual inspection of all seven (7) water tanks.
- Staff continue installing water meters for Richland Crossing as they are requested and all pertinent fees are paid by DR Horton.



- Staff facilitated the installation of the electronic speed sign on Dreeben for the Police Department.
- Staff met with Millican concerning the Trinity Well at Rena, it is pumping at approximately 1/3 capacity. At the April 28, 2025, City Council Meeting, the Council approved the emergency replacement of the pump in the amount of \$88,000.
- Curro conducted routine water sampling.

Staff Updates

- Lead, Pedro Rodriguez tested and received his Ground Water Operator Class C License.
- Lead, Hoang Pham tested and received his Wastewater Collection I License.
- Staff completed the following:
 - Annual Water Use Survey
 - TCEQ Disinfectant Level Quarterly Operating Report (DLQOR) for the 1st. Quarter of 2025.
 - 2024 Water Loss Audit Report.
 - 2024 Annual Water Quality Report (CCR). Residents will receive a copy of the report with their water bill toward the end of May and early June. The CCR is now available on the city website.

Event Updates

- Staff held the City's Annual household Hazardous Waste Disposal Event on April 5, 2025, but due to the weather, parts of the event were rescheduled for April 19, 2025.
 - April 5th we collected all HHW, except for paint (because it can't be transported in the rain, due to runoff). We gave out vouchers to drop off paint at the Environmental Collection Center at no charge to residents.
 - Shredding and Tire Disposal was rescheduled for the 19th, though staff went ahead and took tires from the residents who did not see the Facebook cancellation notification or receive the Everbridge text message. We did not take any shredding as this is typically personal documents.
 - Staff handed out Everbridge information and assisted 5 residents sign up for notifications.
 - April 19th Shredding and Tire Disposal did not have a large turn-out.
- Staff assisted with The Link's Easter event.