

City Council Work Session Handouts

February 13, 2012

- I. Public Hearing Items:
 - a. Zoning File 11-25
 - b. Zoning File 11-27
 - c. Zoning File 11-29

- II. Harrington Chiropractic Sign Variance

- III. Review Selection of Public Art Concept for Heights Recreation Center

- IV. Review Characteristics of Main Street/Central Expressway Corridor Enhancement

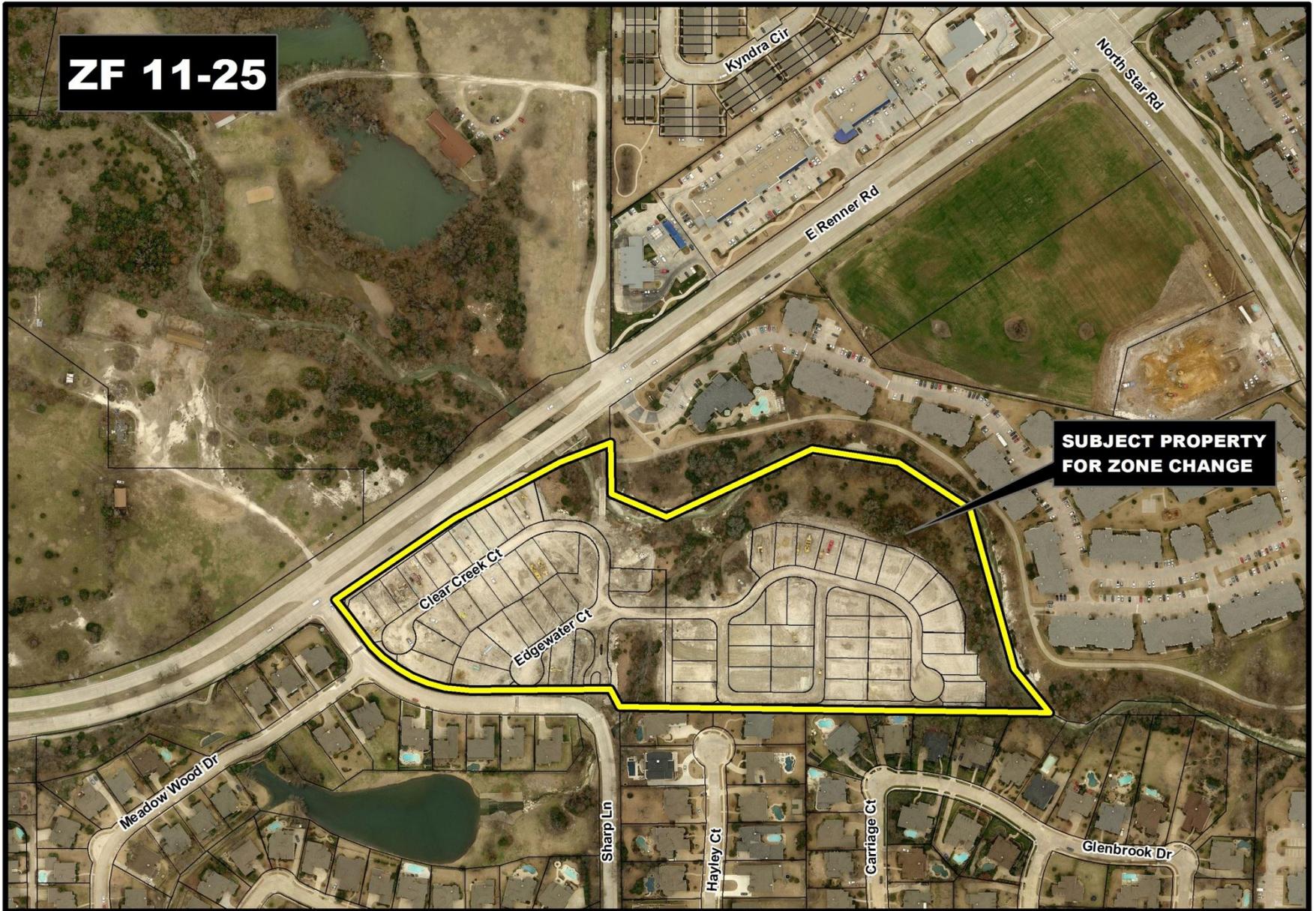
City Council Worksession



February 13, 2012

Meeting Begins at 6:00 P.M.

ZF 11-25



**SUBJECT PROPERTY
FOR ZONE CHANGE**

ZF 11-25 Aerial Map

Updated By: shacklett. Update Date: December 6, 2011
File: DSI\mapping\Cases\Z\2011\ZF1125\ZF1125 ortho.mxd

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.





Sharp Lane

Renner Road

Subject Property



Oblique Aerial
Looking West

**Looking East along
Renner Road**



**Looking Southeast along
Sharp Lane**



**Looking East across
Sharp Lane**



Existing Brick and Stucco Homes

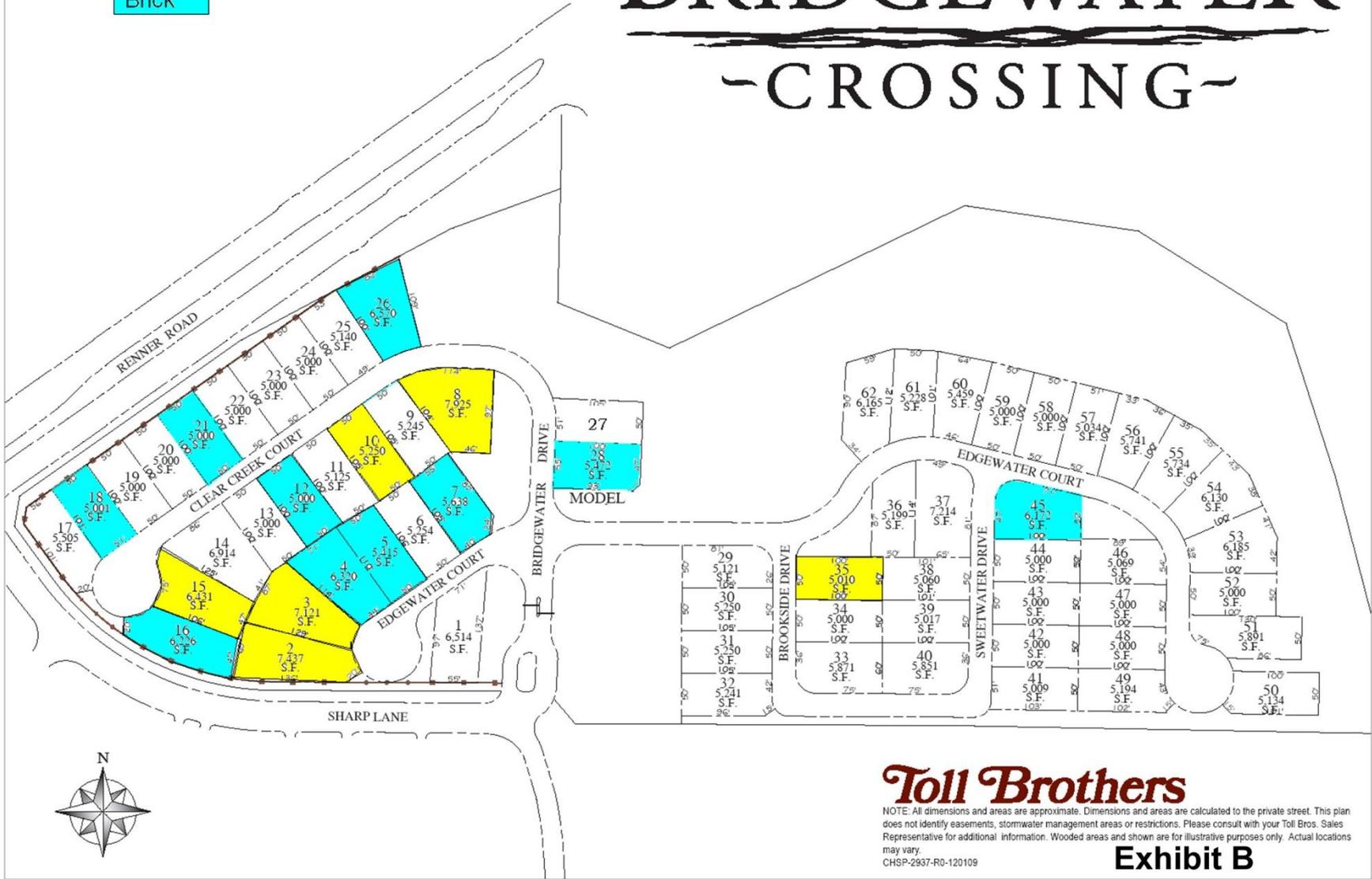


BRIDGEWATER

-CROSSING-

Stucco

Brick



Toll Brothers

NOTE: All dimensions and areas are approximate. Dimensions and areas are calculated to the private street. This plan does not identify easements, stormwater management areas or restrictions. Please consult with your Toll Bros. Sales Representative for additional information. Wooded areas and shown are for illustrative purposes only. Actual locations may vary.
 CHSP-2937-R0-120109

Exhibit B

Existing Homes by Type



**Existing Stucco Homes
at Bridgewater Crossing**



**Existing Masonry Homes
at Bridgewater Crossing**

Existing Attached Cedar Arbor



ZF 11-25



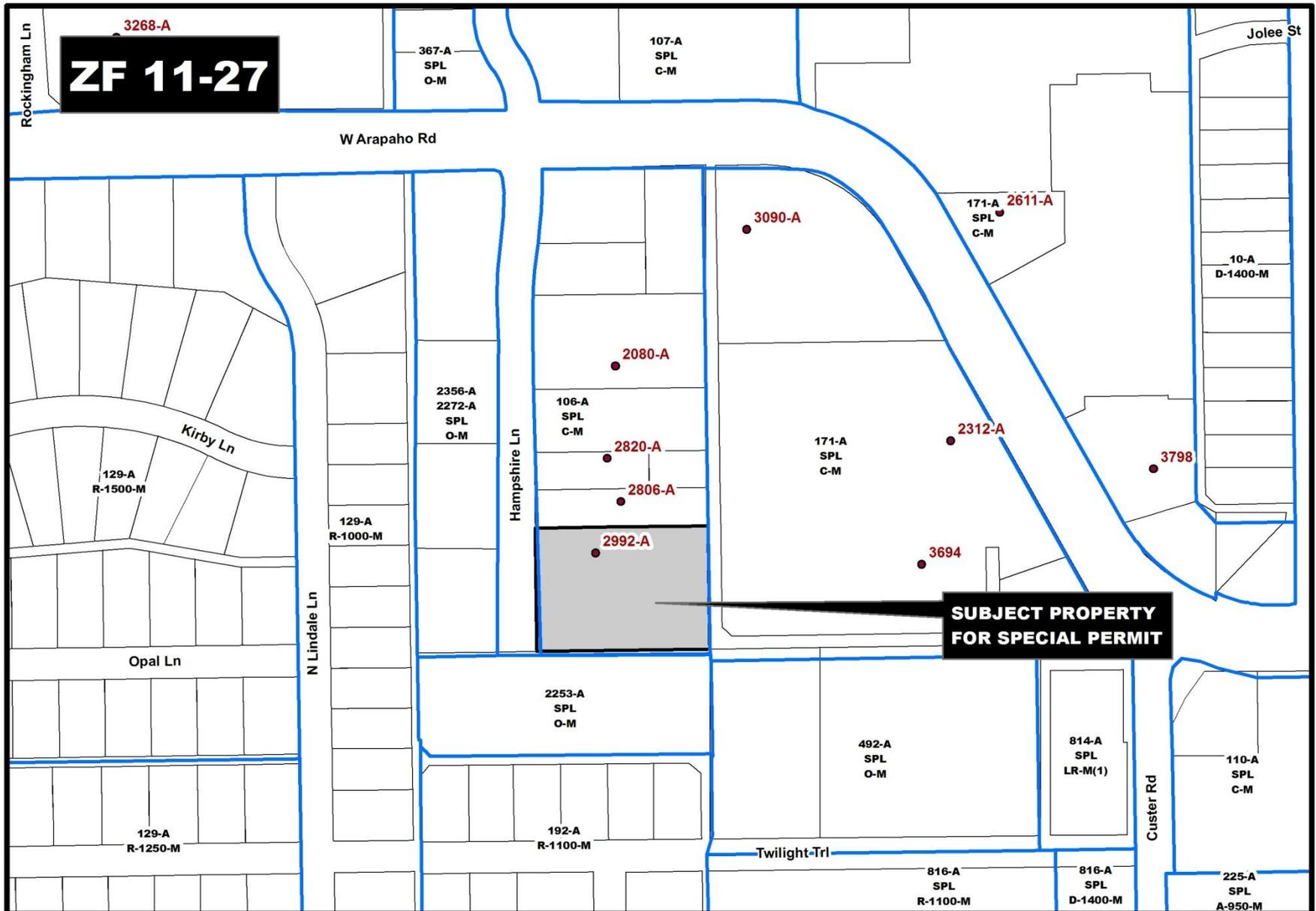
**SUBJECT PROPERTY
FOR ZONE CHANGE**

ZF 11-25 Aerial Map

Updated By: shacklett. Update Date: December 6, 2011
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ZF 11-27 Zoning Map

Updated By: shacklett, Update Date: January 3, 2011
 File: DS\Mapping\Cases\Z\2011\ZF1127\ZF1127 zoning.mxd

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ZF 11-27 Aerial Map

Updated By: shacklett. Update Date: January 3, 2011
File: DS\Mapping\Cases\Z\2011\ZF 1127\ZF 1127 ortho.mxd

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Hampshire Lane



Oblique Aerial
Looking North

**Looking East along
North Side of Building**

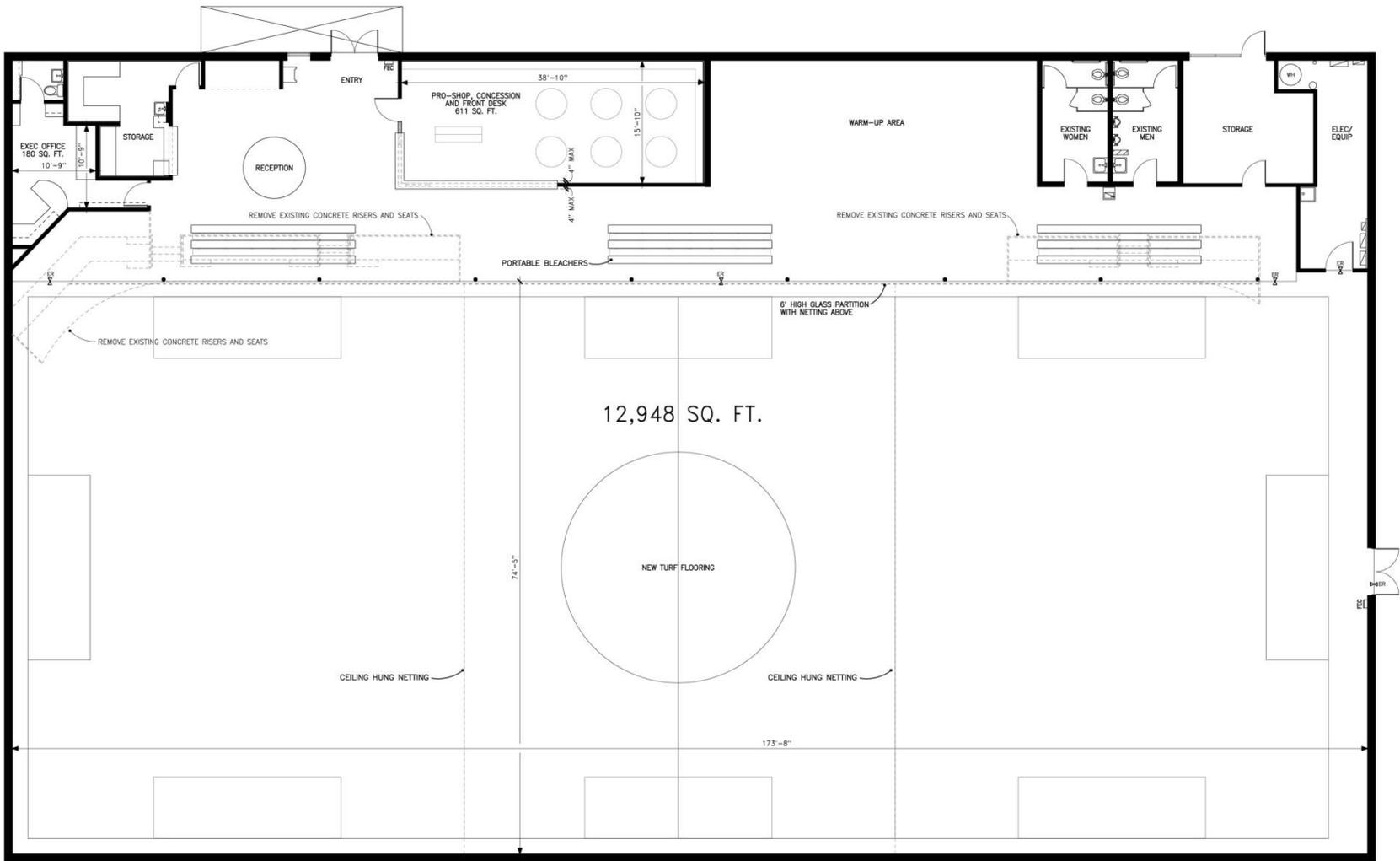


**Looking East along
South Side of Building**



**Looking Southeast
at Front of Building**





DALLAS SOCCER CENTER
1000 HAMPSHIRE LANE, RICHARDSON, TX

FT. 0 1 2 3 4 8 12 16 24
SCALE: 1/8" = 1'-0"

Floor Plan



**Area for
Expanded
L/S Buffer**

**Looking Southeast along
Landscape Buffer**



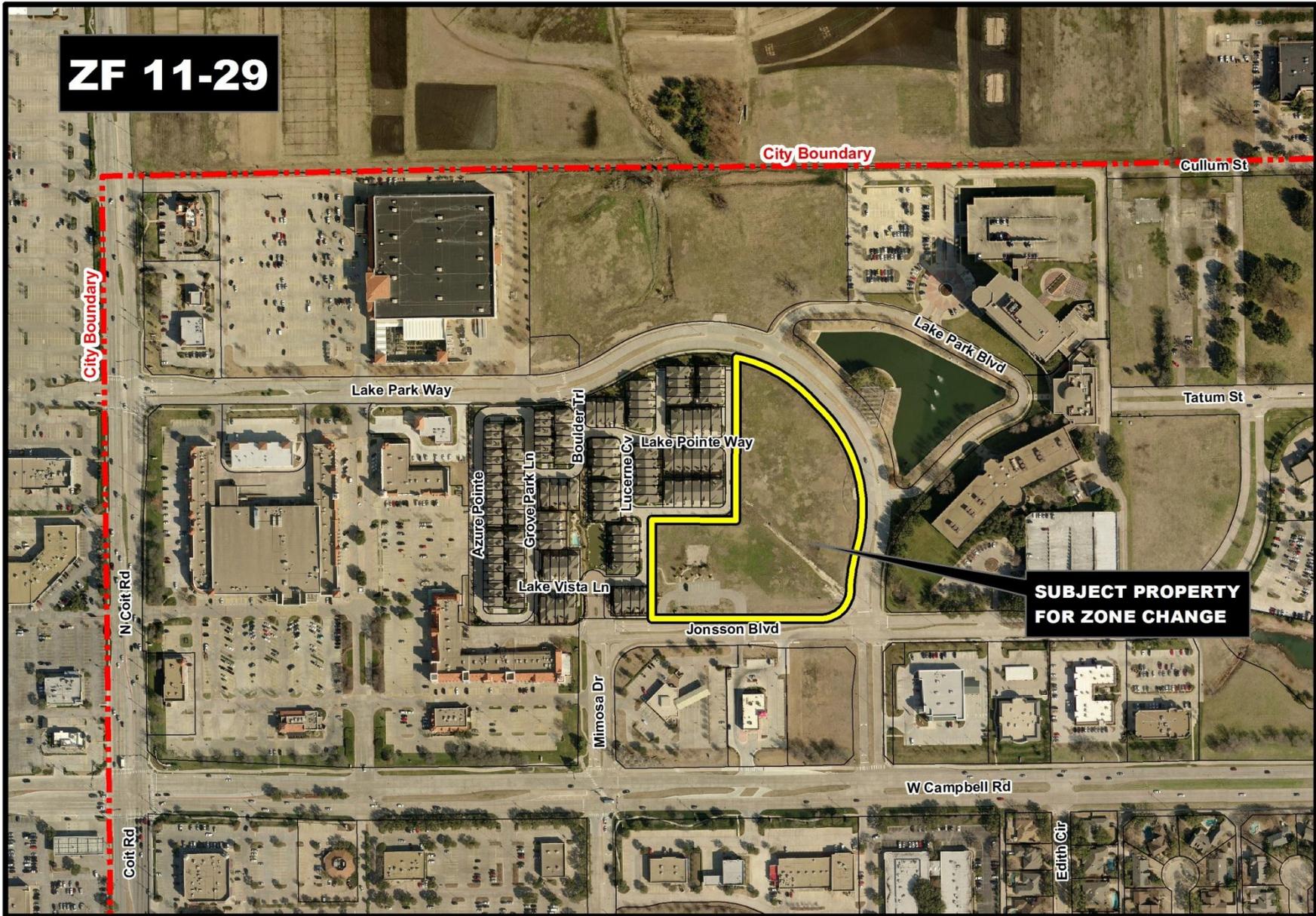
ZF 11-27 Aerial Map

Updated By: shacklett. Update Date: January 3, 2011
File: DS\Mapping\Cases\Z\2011\ZF 1127\ZF 1127 ortho.mxd

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ZF 11-29



**SUBJECT PROPERTY
FOR ZONE CHANGE**

ZF 11-29 Aerial Map

Updated By: shacklett. Update Date: January 4, 2012
File: DSMMapping\Cases\Z\2011\ZF1129\ZF1129 ortho.mxd

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Lake Park
Townhomes

Subject
Property

Lennox

Lake Park Way

Jonsson Blvd

Viewpoint
Bank

Braum's

Retail Area

Campbell Road



Oblique Aerial
Looking North

**Looking West along
Lake Park Way toward
Home Depot**



**Looking East
Across Lake Park Way**

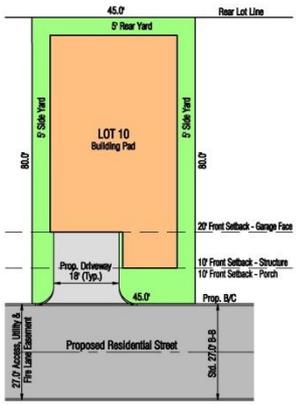


**Looking South
across Jonsson Blvd**



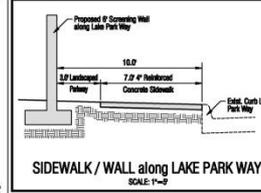
**Looking West
at Lake Park Townhomes**





TYPICAL RESIDENTIAL LOT CONFIGURATION
SCALE: 1"=20'

| CURVE TABLE | | | | |
|-------------|--------|--------|-----------|---------|
| CURVE | LENGTH | RADIUS | DELTA | TANGENT |
| C1 | 221.51 | 389.00 | 32°37'32" | 113.85 |
| C2 | 413.43 | 388.00 | 81°13'09" | 238.78 |
| C3 | 112.77 | 445.24 | 14°30'45" | 56.69 |
| C4 | 123.50 | 80.00 | 88°27'12" | 77.87 |



SIDEWALK / WALL along LAKE PARK WAY
SCALE: 1"=4'

NOTE: Storm Water Control/Detention Area to be landscaped per Development Standards.

Proposed Site Layout



Approved

Proposed



Conceptual Elevations



Approved

Proposed



Conceptual Elevations



Approved

Proposed

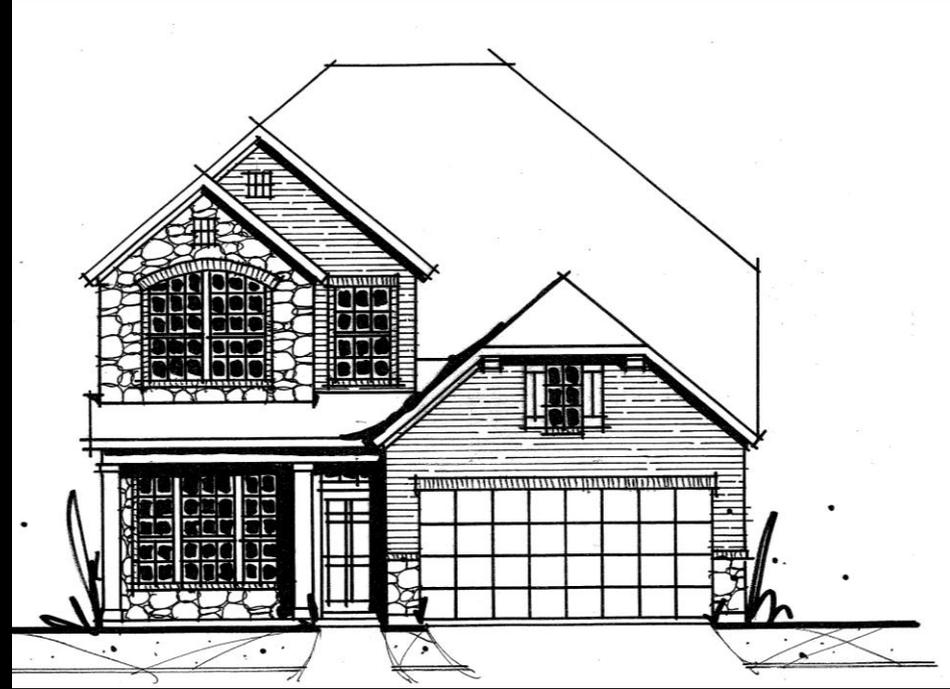


Conceptual Elevations



Approved

Proposed



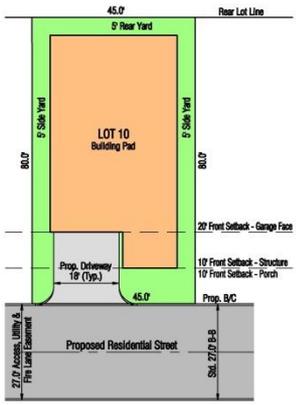
Conceptual Elevations



Example of Garage Door Design



Example of Garage Door Design

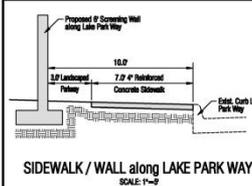


TYPICAL RESIDENTIAL LOT CONFIGURATION
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Detention Area
Zoned: O-M



SIDEWALK / WALL along LAKE PARK WAY
SCALE: 1"=3'

NOTE: Storm Water Control/Detention Area to be landscaped per Development Standards.

Proposed Site Layout

**City of Richardson Sign Control Board
January 11, 2012 Meeting**

SCB Case 12-01

1980 Nantucket Drive, Suite 104

Harrington Chiropractic

Ordinance Requirements

- **Chapter 18, Article 1, Section 18-5 – Prohibited Signs**

(4) Jump clocks or digital display devices showing time, temperature or any printed message may be allowed only by a special permit of the sign control board

Requested Variance

- 13.33 sq. ft. time and temperature sign in addition to the approved 36 sq. ft. illuminated channel box sign

Reason For Variance

- To project a current and clean look
- To provide a public service device

SCB Case #12-01: 1980 Nantucket



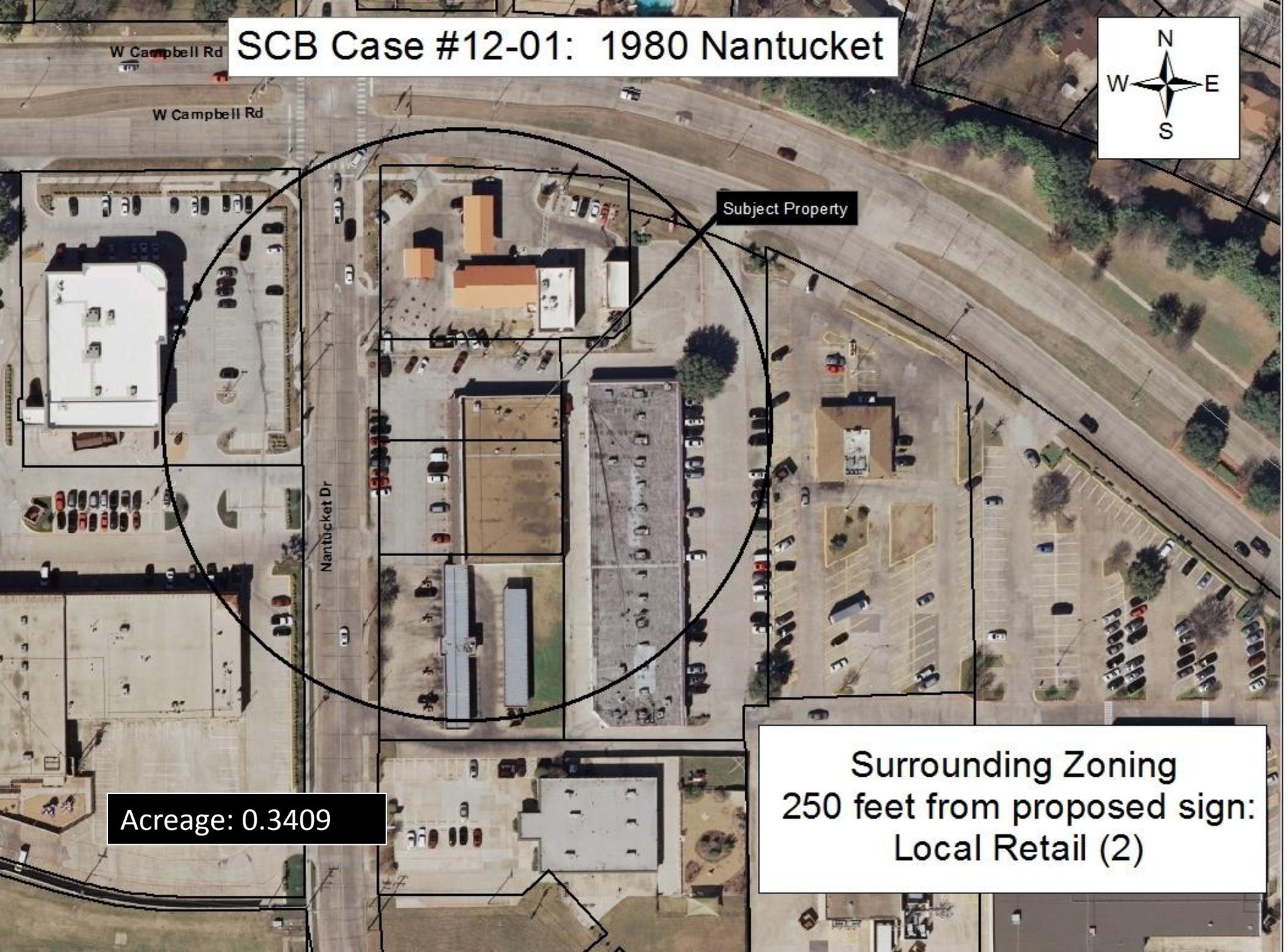
W Campbell Rd
W Campbell Rd

Subject Property

Nantucket Dr

Acreage: 0.3409

Surrounding Zoning
250 feet from proposed sign:
Local Retail (2)



Current Sign

ody B's BBQ

HARRINGTON CHIROPRACTIC

World
MARTIAL ARTS
SUPPLIES
KARATE - JIU JITSU



Time & Temp - UL Stamped
8' Wide

Flush mount, UL Stamped
12' Wide

BQ

20"
High



3' High

13' O.A.H

↑
Distance from neighboring
sign = 4 ft.

↑
Distance from neighboring
sign = 8 ft.

FRONTAGE - 37'

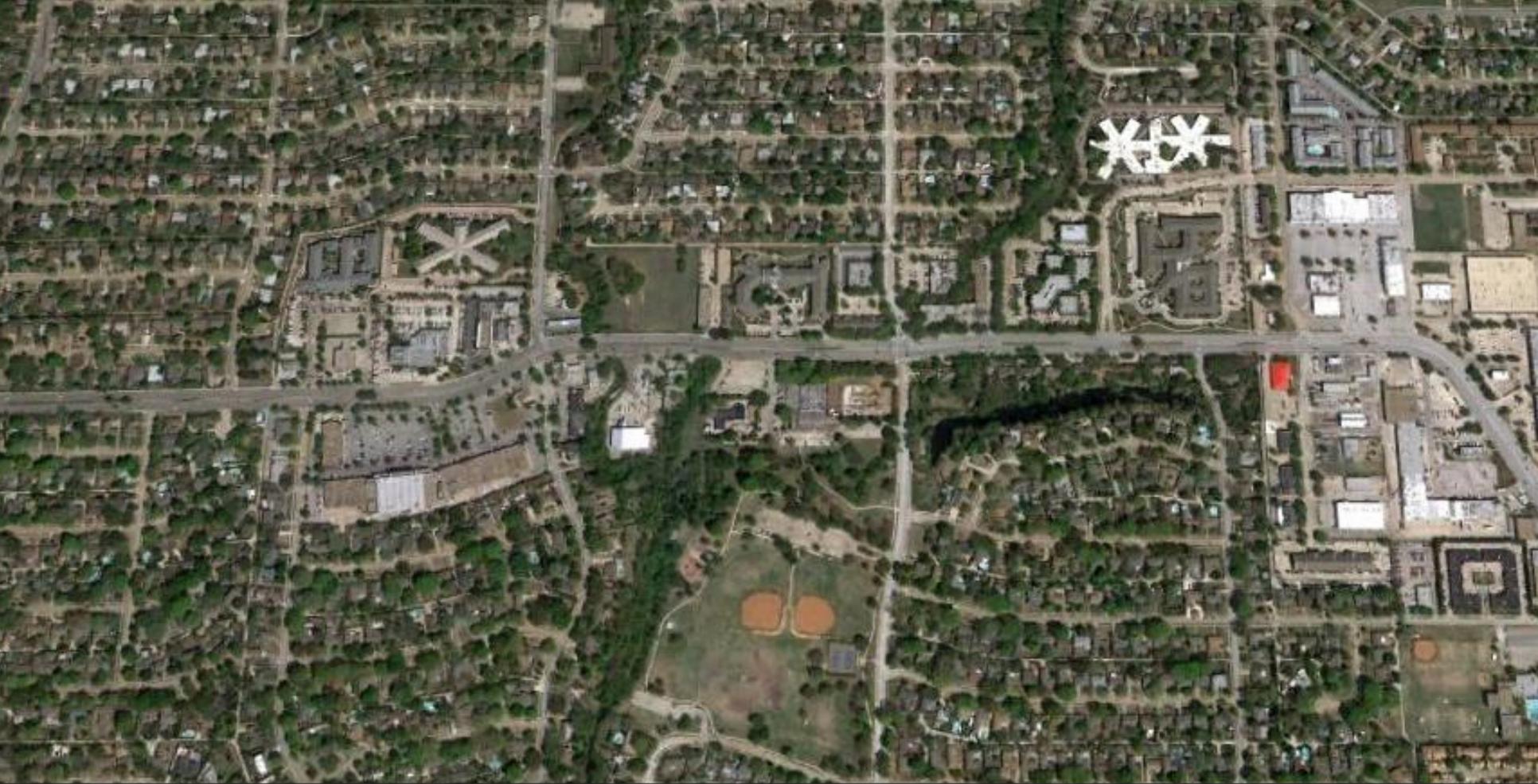
1980 Nantucket Ste 104 - Richardson, TX 75080

Proposed Sign

Sign Control Board Action

- SCB 12-01 was approved unanimously by the Sign Control Board.

**City of Richardson Sign Control Board
January 11, 2012 Meeting**



CITY OF RICHARDSON
HEIGHTS PARK PUBLIC ART PROJECT

City Council Briefing
February 13, 2012

Heights Park Public Art Process Summary

- Step 1: Project brief
 - Define the proposed artist scope of work, project goals, selection criteria, and timeline.
 - Present to Council for approval.

- Step 2: Artist selection
 - Issue an RFQ to a short list of artists.
 - Committees select three finalists based on qualifications, goals and criteria.

- Step 3: Concept Development
 - Finalists present concept proposals to committees. The external committee make a recommendation.
 - Recommendation will be presented to the Parks & Recreation Commission and Arts Commission for endorsement.
 - Present to the City Council for approval.

- Step 4: Final Design, Fabrication and Installation
 - Once approved, the artist will then be placed under contract to fabricate and install the artwork.

Internal Stakeholder Committee

City Manager's Office:

David Morgan

Michelle Thames

Brinkley Sargent:

Stephen Springs

Hill & Wilkinson:

Michael Oswald

Parks Staff:

Michael Massey

Roger Scott

Serri Ayers

Spencer Doyle

Chris Cottone

External Stakeholder Committee

Non-voting Members:

City Staff:

David Morgan, CMO

Michelle Thames, CMO

Michael Massey, Parks

Brinkley Sargent:

Stephen Springs

Hill and Wilkinson:

Michael Oswald

Voting Members:

Parks Commission:

Bob Dubey, Chair

Ed Hassler, Vice-Chair

Art Commission:

Abby Kratz, Chair

Richard Luttrell, Vice-Chair

Local artist / art professional:

Kitty Goddard, Former Arts Chair

Playground Task Force:

Janet Depuy, Heights Park NA

Andrew Dugan, Landscape Architect

Andrew Laska, Heights NA

Heights Park Public Art Project Scope

1. The artist will be asked to use the rocket and consider use of the other pieces of historic playground equipment in his/her concept.



Heights Park Public Art Project Scope

2. The use of the rocket and other equipment should “honor the role it has played in making the park a destination and a symbol of Richardson’s historical contributions to the advancement of modern technology.”



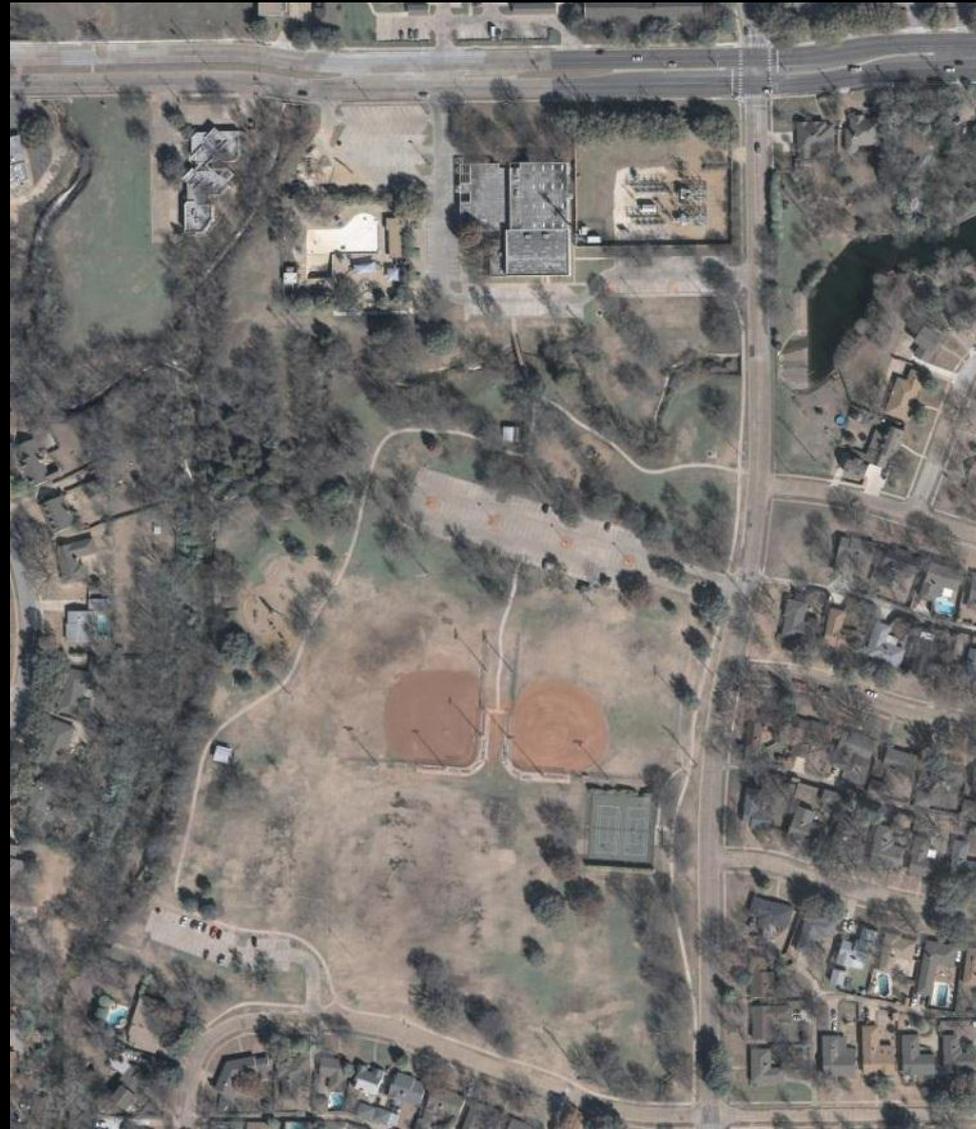
Heights Park Public Art Project Scope

3. If the budget allows, the artist will be free to develop a concept that expands beyond the use of the rocket.



Heights Park Public Art Project Scope

4. The artist will be free to explore different sites throughout the park, including the areas south of the recreation center and pool. This exploration will be done in dialogue with the project architect and representatives from the City.



Heights Park Public Art Goals

1. Create a place that anchors people's activities and community memories, much as the rocket playground did in its time.
2. Develop a memorable icon for the park that, through its design and approach, feels like it authentically belongs to Richardson.
3. Create an enduring piece that responds to both the new buildings' architecture and that of the time period of the original park development and the surrounding neighborhood.

Heights Park Public Art Goals

4. Capture Richardson's spirit as a place that is smart and inventive, with roots and a future based on technological innovation. Carry forward the spirit, thinking and boldness that characterized Richardson in the era of the rocketship playground.
5. Incorporate the historic rocketship playground equipment in a manner that makes it recognizable to people who grew up with it, honors the role it played in the park and in Richardson, and captures the imagination of people who have no memory of it as playground equipment.
6. Capture the interest of visitors to the park by creating a legible work of art that has immediate visual appeal.

Finalist Selection Criteria

Materials reviewed

- Cover letter and resume
- Up to 15 images of previous work

Criteria

- Artistic excellence as demonstrated by past work.
- A clear understanding of the project.
- Artistic interest and past work demonstrate an ability to create an artwork that responds to the goals of the project.
- Availability to meet the project timeline.

Finalists

Matthew Geller, Brooklyn, NY

Mags Harries and Lajos Heder, Cambridge, MA

Jeff Laramore, Indianapolis, IN

- Entered into contract with the City to develop a concept proposal.
- Conducted site visit that included a briefing with staff, a visit to Heights Park, a tour of Richardson and a visit to see the playground equipment.

Proposal Review Criteria

Materials reviewed:

- A visual representation of the concept.
- A narrative description of the concept.
- A detailed budget.
- A schedule for the final design, fabrication, and installation of the work.
- A narrative “executive summary” of the concept.

Proposal Review Criteria

Review criteria:

- Overall understanding of the project and the ability of the proposed concept to respond to its goals.
- Demonstrates artistic excellence, maintaining high quality, innovation, creativity, and clarity of vision in the concept proposal and presentation.
- A clear understanding of the site.
- Feasibility of the concept proposal to meet the budget.
- Capacity to meet all safety and maintenance requirements.
- Availability to meet the project timeline.
- Track record of delivering projects on schedule and on budget.

JEFF LARAMORE

Via:









↑ TO INDIANA
Halls A-K | Rooms 101
↑ to Crown Plaza Hotel













HEIGHTS PARK ROCKETSHIP SCULPTURE





External Committee Comments

- Integrates the planet piece and evokes the rocket. People can easily see the rocket.
- I see so many different things in it: past, present, future. Tremendous job.
- Glass evokes network circuitry. Design plays with radio tower.
- Materials are relevant to the period.
- Love the sky as part of the floor.
- Seating could give you the feel of sitting in a rocket capsule.
- I like that you can stand in middle of piece. Not a prescribed spot, but plenty of room.
- It would stand the test of time.
- The way that it is rendered makes it a work of art.
- A pleasing addition that summarizes what we are trying to do.

Arts and Parks Commission Joint Meeting

- Joint meeting of the Arts and Parks & Recreation Commission held on February 9th.
- The commissions unanimously confirmed the recommendation from the External Committee.





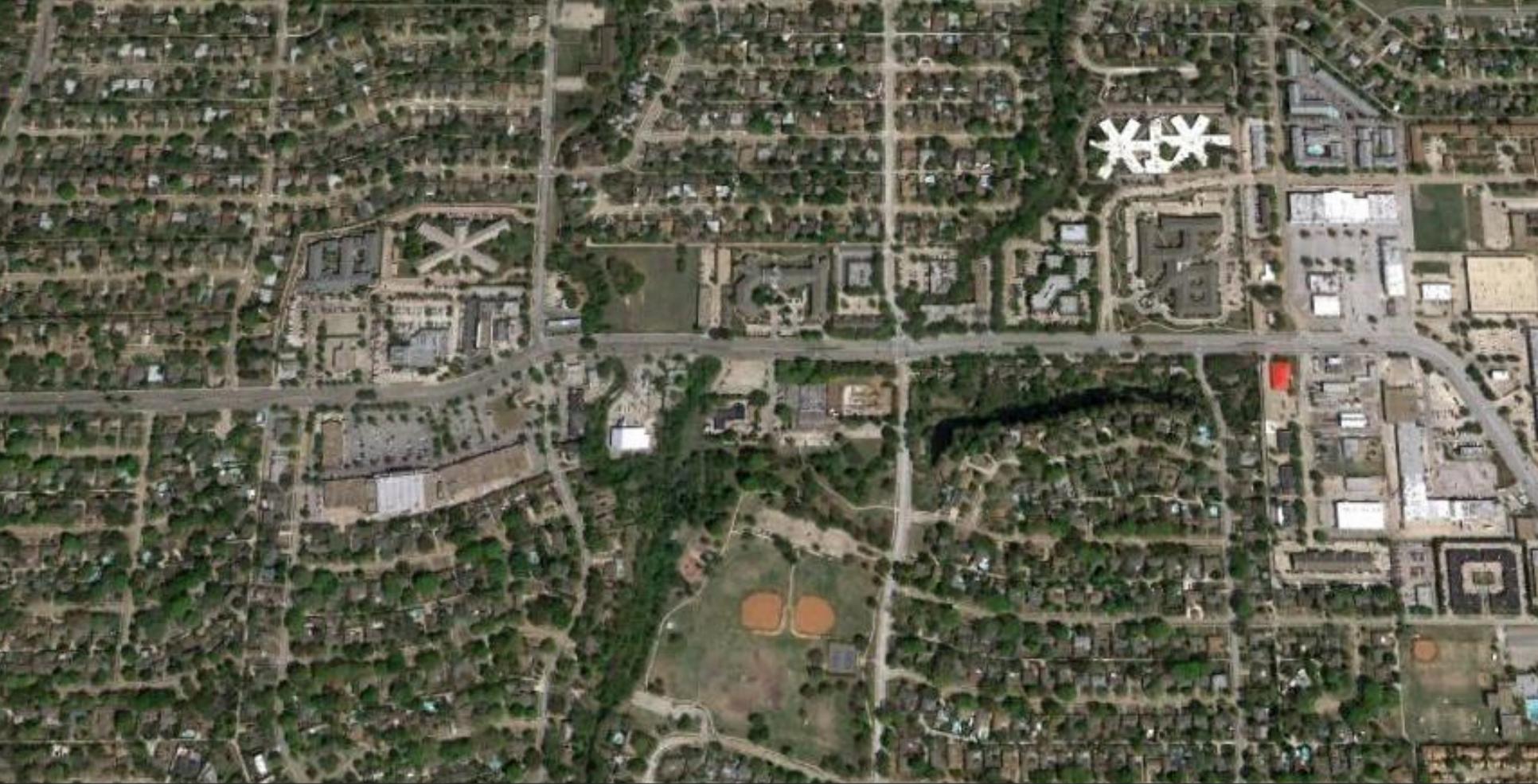
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CITY OF RICHARDSON
HEIGHTS PARK PUBLIC ART PROJECT

City Council Briefing
February 13, 2012

Main Street/ Central Expressway Corridor:

**Overview of Existing Conditions;
Commencement of Study**

**City Council Briefing
February 13, 2012**



Main Street/Central Expressway Corridor Presentation

- Comprehensive Plan
- Study Area boundaries
- Existing conditions
- Infrastructure
- Demographics
- Strategies and schedule
- Discussion

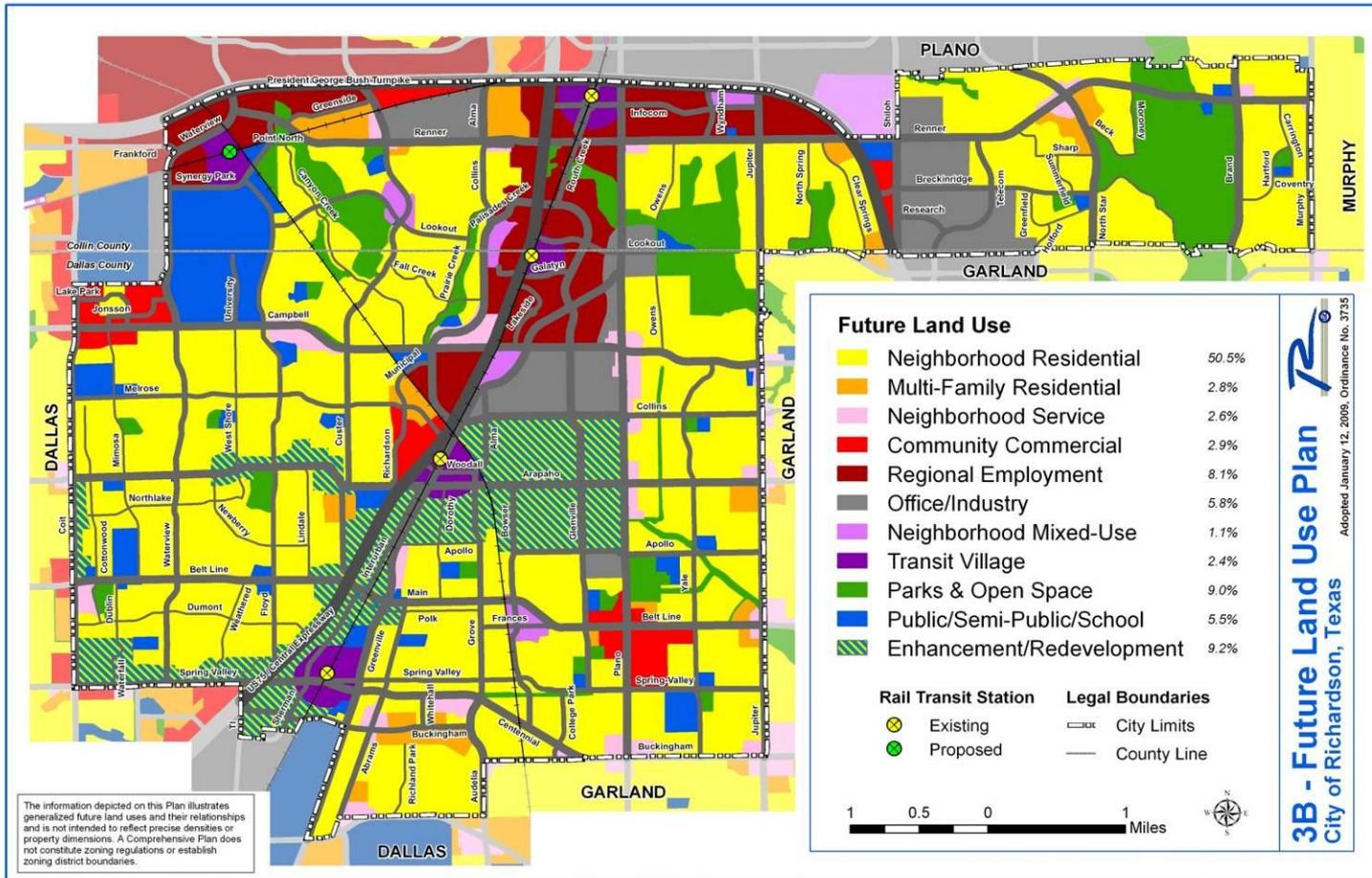
Main Street/Central Expressway Corridor Comprehensive Plan

- Most recent plan adopted in January 2009
- Designated six Enhancement/Redevelopment Areas for further study
 - West Spring Valley (complete)
 - Old Town/Main Street
 - Central
 - Coit
 - East Arapaho/Collins
 - West Arapaho

Main Street/Central Expressway Corridor Comprehensive Plan

- Staff proposes to combine Old Town/Main Street and Central into a single study
 - The two areas are contiguous and a portion of the Main Street area touches the Central Expressway Corridor (southeast corner, Main/Central)
 - Separate standards can be created for the two distinct sub-areas
 - The transition between the two study areas may be more successful if they are studied together
 - The market study for Main Street will include an evaluation of the Central Corridor (and vice versa)
 - There will be overlap between the stakeholders for the two areas and the notification area for any public meetings and/or zoning cases, if the property is rezoned
 - Studying both areas at the same time will expedite the overall timeline for the project

Main Street/Central Expressway Corridor Comprehensive Plan

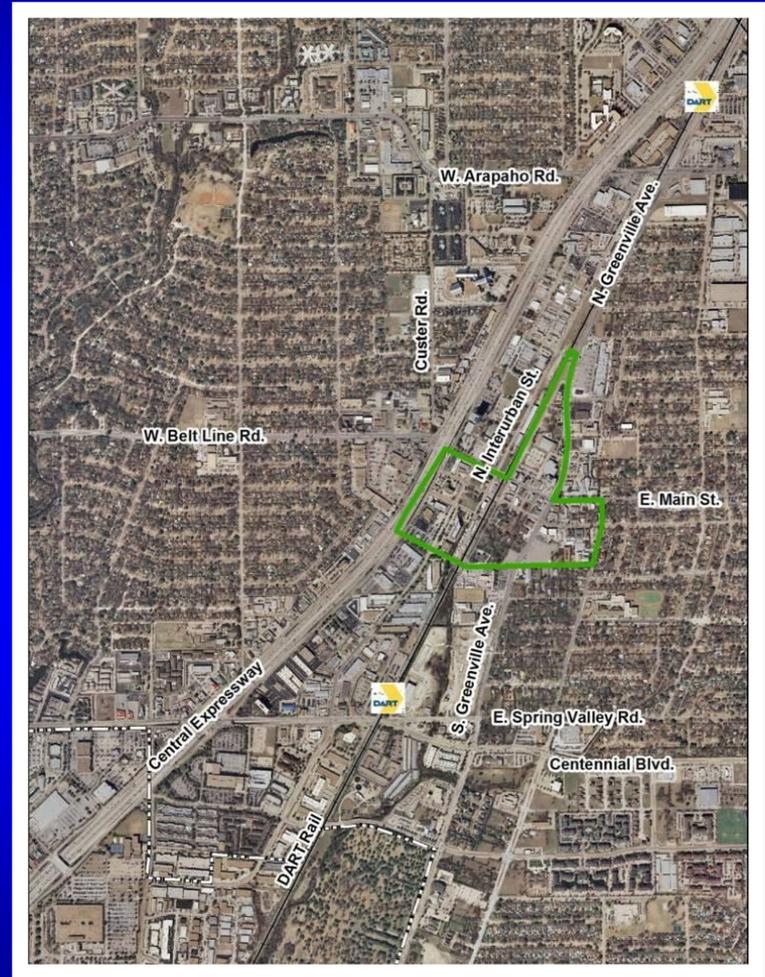


Main Street/Central Expressway Corridor Comprehensive Plan

- Enhancement/Redevelopment Areas
 - Indicative of the challenges of a first-tier suburb
 - Aging development and infrastructure
 - Properties that are underperforming due to changes in market, technology, building format
 - Evolving demographics
 - Reinvestment/Redevelopment encouraged
 - Further, detailed study necessary to determine the full potential for redevelopment

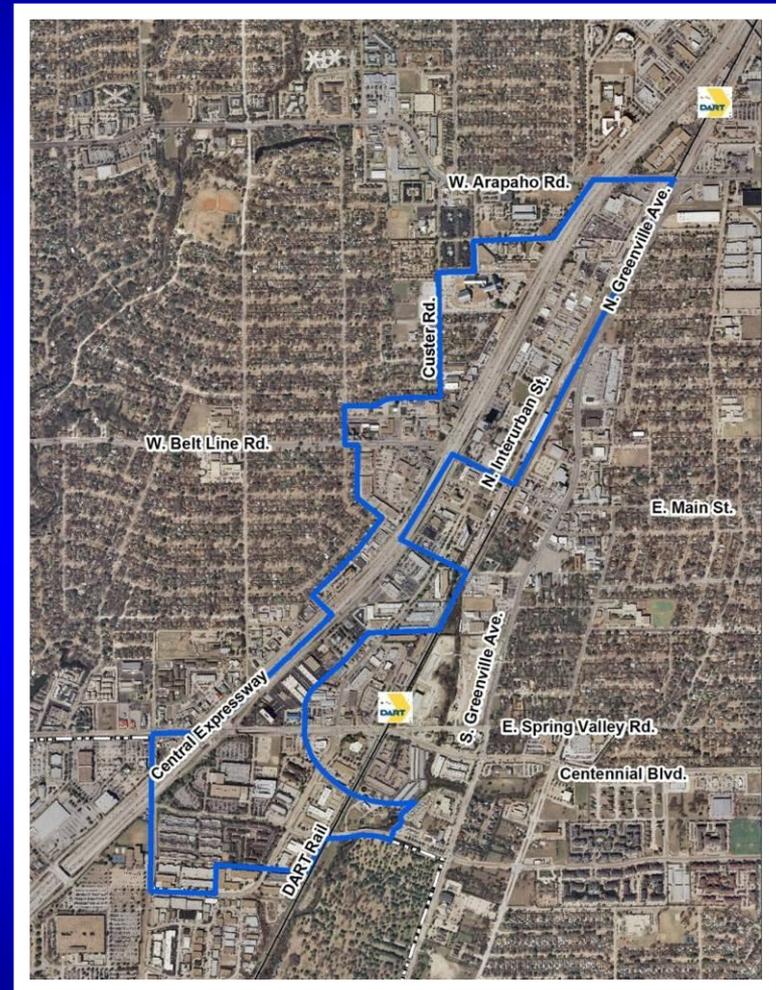
Main Street/Central Expressway Corridor Comprehensive Plan

- Main Street study area
 - Relatively small area centered around the Main Street/DART right-of-way intersection
 - Historic downtown of Richardson
 - Could present an opportunity to strengthen community identity, cohesiveness, pride
 - Redevelopment should respect nearby residential neighborhoods
 - Possible mixed use, pedestrian-oriented district (commercial, office, and residential uses)
 - Should consider whether to preserve the scale and character of the area
 - Old street grid
 - Limited building height to enhance the pedestrian character of the district



Main Street/Central Expressway Corridor Comprehensive Plan

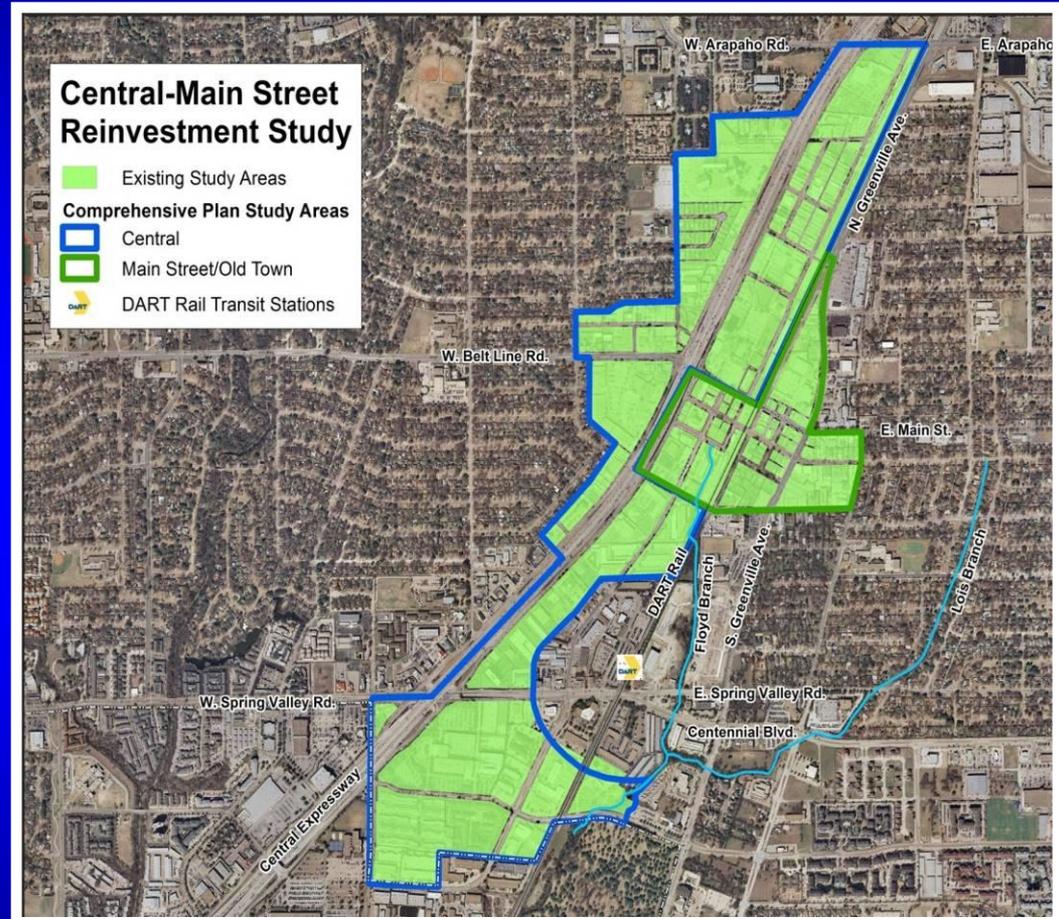
- Central Expressway study area
 - Freeway-oriented commercial corridor composed of properties on both sides of Central Expressway between Arapaho Road and the southern city limit
 - Redevelopment could include
 - New and/or renovated office space
 - Upgraded retail centers
 - Additional hospitality uses (restaurant, hotel, entertainment)
 - Possible mixed use development at major intersections



Main Street/Central Expressway Corridor

Study Area Boundaries - Comprehensive Plan

- East and west frontages of US 75/Central Expressway
- City limit on the south east of US 75/Central
- Arapaho on the north
- Excludes:
 - Spring Valley Station District
 - West Spring Valley Corridor
 - Civic Center/City Hall Complex
- 348 acres of land
 - Main Street 57 acres
 - Central Corridor 291 acres

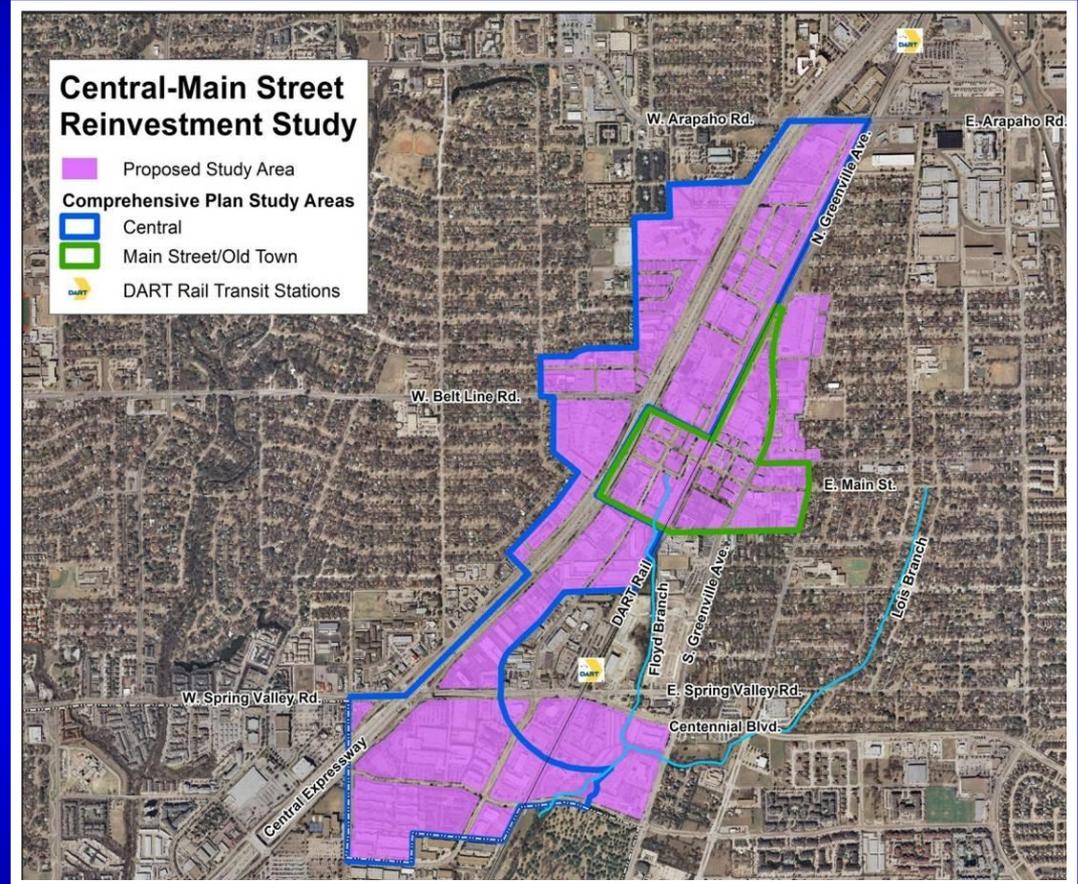


Main Street/Central Expressway Corridor

Proposed Study Area Boundaries

- Comprehensive Plan's Main Street and Central Enhancement areas plus:

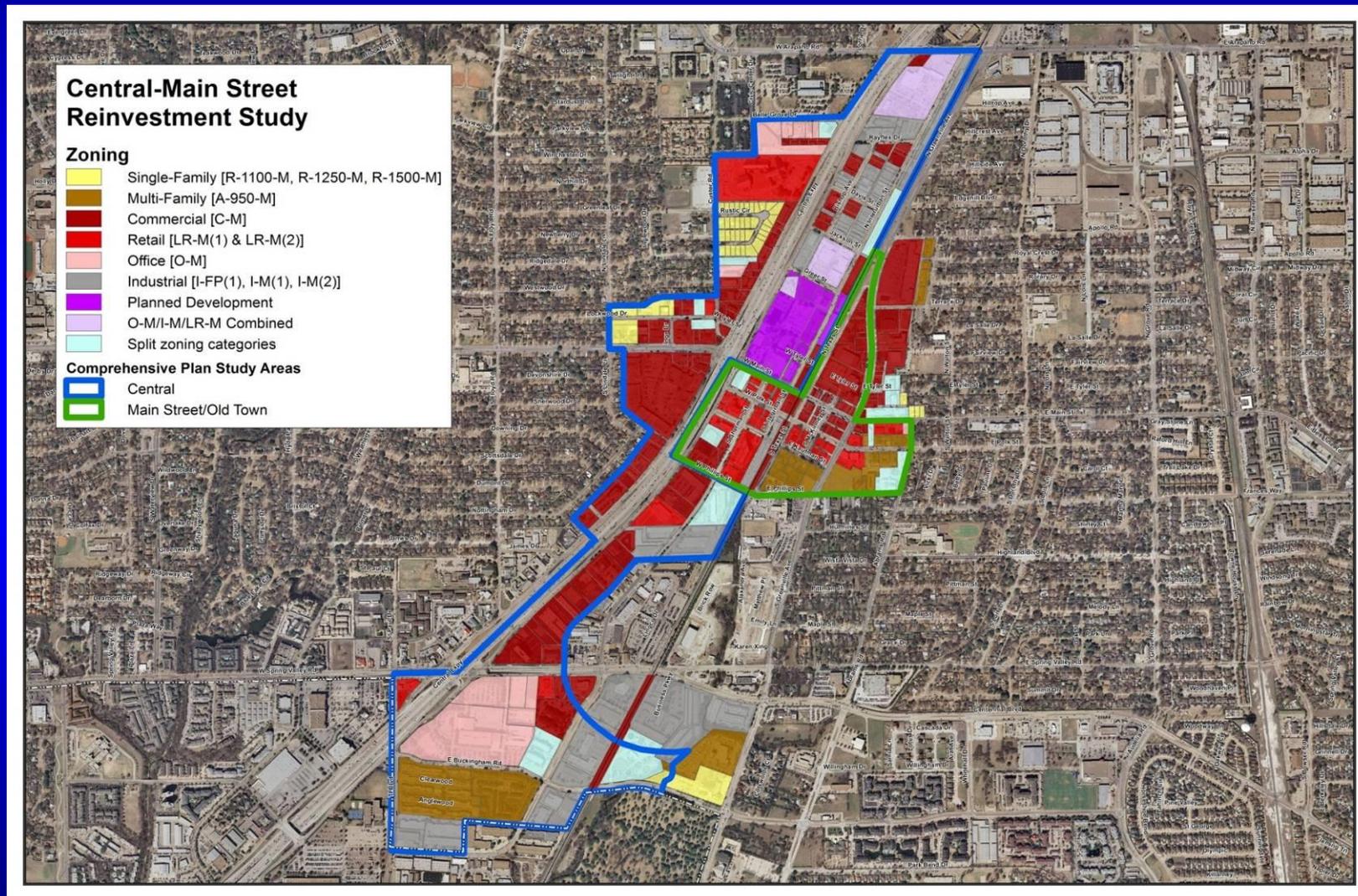
- Additional area north and east of Main Street/Old Town
- Additional area south and east of Spring Valley Station District
- 68 acres of additional land
 - E of Main Street 22 acres
 - S of Spring Valley 45 acres
- 415 acres total (Comprehensive Plan and additional area)



Main Street/Central Expressway Corridor Existing Zoning

| Zoning | # Parcels | Acres | % of Area |
|-----------------------|------------|---------------|---------------|
| Retail/ Commercial | 180 | 163.63 | 39.37% |
| Office | 11 | 37.15 | 8.94% |
| Industrial | 69 | 84.42 | 20.31% |
| Single-family | 46 | 19.52 | 4.7% |
| Multi-family | 39 | 47.09 | 11.33% |
| PD | 11 | 18.39 | 4.42% |
| Multiple | 3 | 29.16 | 7.02% |
| Split | 15 | 16.23 | 3.90% |
| Total | 374 | 415.60 | 100.0% |

Main Street/Central Expressway Corridor Existing Zoning



Main Street/Central Expressway Corridor

Existing Land Use—Nonresidential

- A variety of general retail uses, including several multi-tenant retail buildings or centers, some specializing in Asian or Middle Eastern goods and services
- Numerous auto-related activities, including service and repair, car/truck rental and full-service auto dealerships
- A number of restaurants, many featuring ethnic cuisine
- Three hotels (Como, Marriott Courtyard, Super 8)
- Several office buildings
- A variety of industrial uses
- Several churches
- City of Richardson Public Safety Complex
- Major utility installations (Southwestern Bell/AT&T, NTMWD sewer treatment plant)

Main Street/Central Expressway Corridor

Existing Land Use—Residential

- Single-family Residential
 - 9 homes east of Central Expressway
 - 36 homes west of Central Expressway

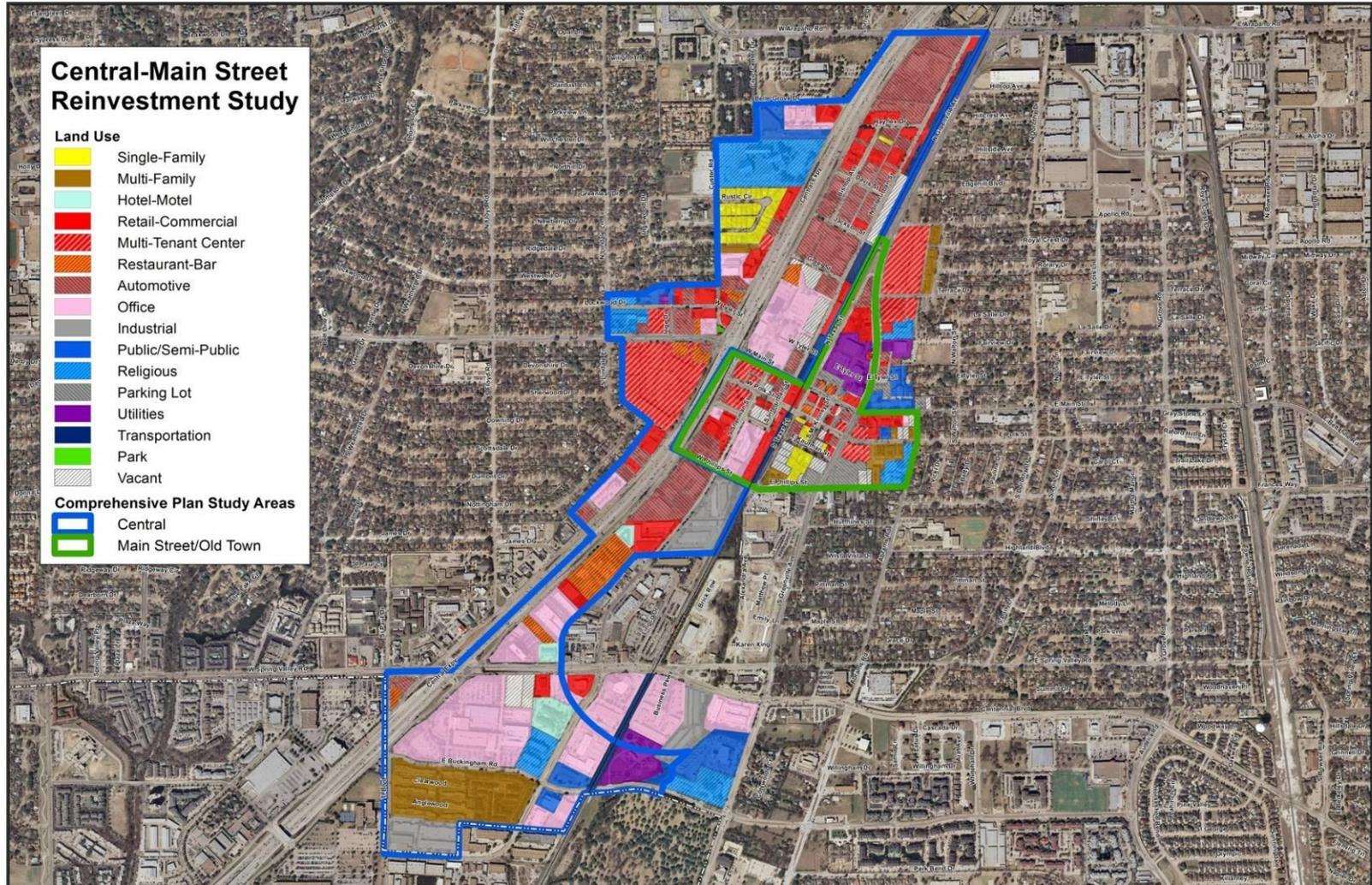
- Multifamily Residential
 - 585 units east of Central Expressway (12 apartment complexes)
 - 30 units west of Central Expressway (1 apartment complex)

Main Street/Central Expressway Corridor Existing Land Use

| Land Use | # Parcels | Acres | % of Area |
|---------------------------------|------------------|---------------|------------------|
| Residential (all types) | 58 | 41.24 | 9.92 |
| Retail/Commercial* | 204 | 151.48 | 36.45 |
| Office | 31 | 91.51 | 22.02 |
| Industrial | 5 | 23.74 | 5.71 |
| Public/Semi-Public | 23 | 53.98 | 12.99 |
| Parking | 18 | 5.53 | 1.33 |
| Utilities/Transportation | 9 | 33.36 | 8.03 |
| Park | 1 | 0.12 | 0.03 |
| Vacant | 25 | 14.63 | 3.52 |
| Total | 374 | 415.60 | 100.00 |

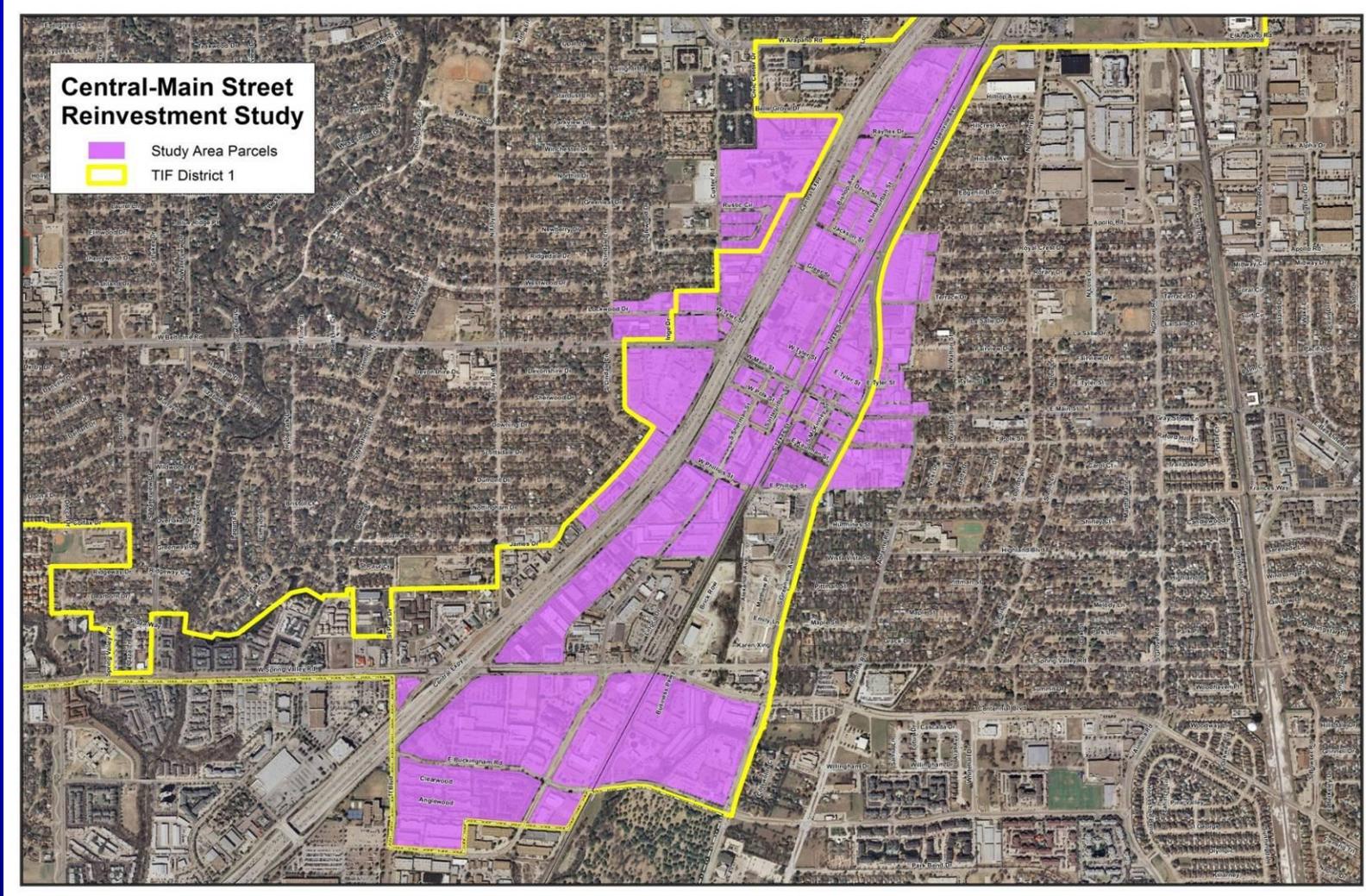
*Includes 69 auto-related activities

Main Street/Central Expressway Corridor Existing Land Use



Main Street/Central Expressway Corridor TIF District

- Most of the study area is within City of Richardson TIF District 1.



Main Street/Central Expressway Corridor

Land Use—Local Retail/Commercial



Main Street/Central Expressway Corridor

Land Use – Retail/Commercial (Multi-tenant centers)



Main Street/Central Expressway Corridor

Land Use—Local Retail/Commercial (Hospitality)



Main Street/Central Expressway Corridor Land Use—Local Retail/Commercial (Auto-related)



Main Street/Central Expressway Corridor Land Use—Office



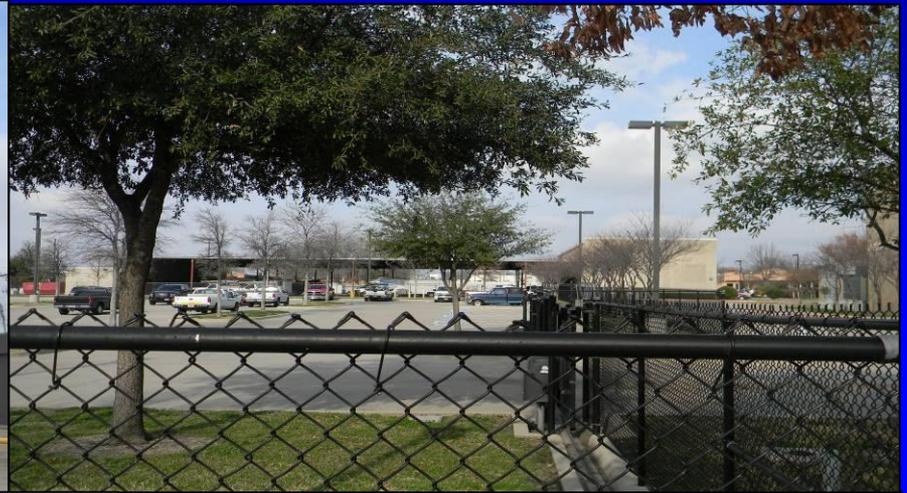
Main Street/Central Expressway Corridor Land Use—Industrial



Main Street/Central Expressway Corridor Land Use—Public/Semi-Public



Main Street/Central Expressway Corridor Land Use—Utilities



Main Street/Central Expressway Corridor Land Use—Single-Family Residential



Main Street/Central Expressway Corridor Land Use—Multi-Family Residential



Main Street/Central Expressway Corridor Land Use—Dallas

- City of Dallas/Dallas County east of Central Expressway
 - Industrial (Texas Instruments)
 - Industrial Park (multiple businesses)
 - Cemetery (Restland)
- City of Dallas west of Central Expressway
 - Retail

Main Street/Central Expressway Corridor Land Use—Dallas



Main Street/Central Expressway Corridor

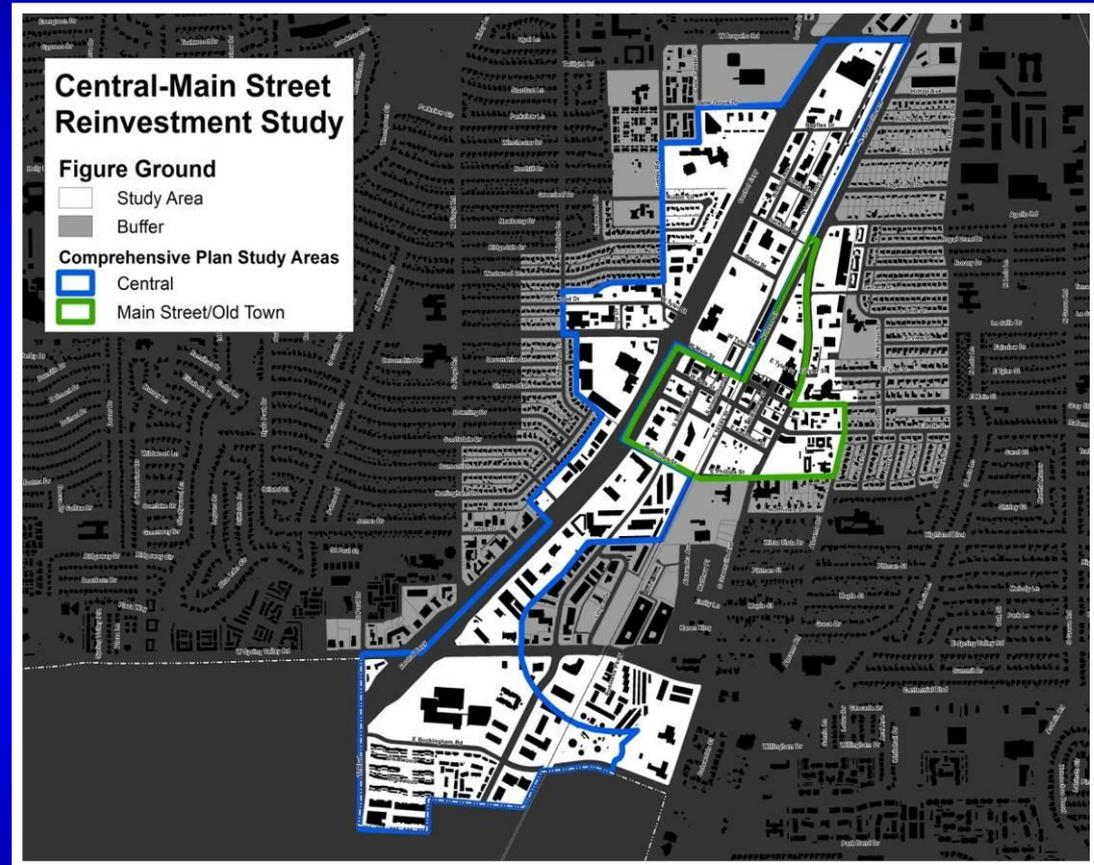
Existing Development – General Character

■ Main Street

- 1- or 2-story buildings
- Minimal setbacks
- Wide sidewalks
- On-street parking and one public parking lot
- Exception: Southwestern Bell/AT&T switching facility

■ Central Corridor

- 1- or 2-story buildings
- Freeway orientation
- Large amounts of surface parking
- Exceptions: Chase Bank building at Main/Central; Fossil, Inc. and Comerica Bank building, Spring Valley/Central

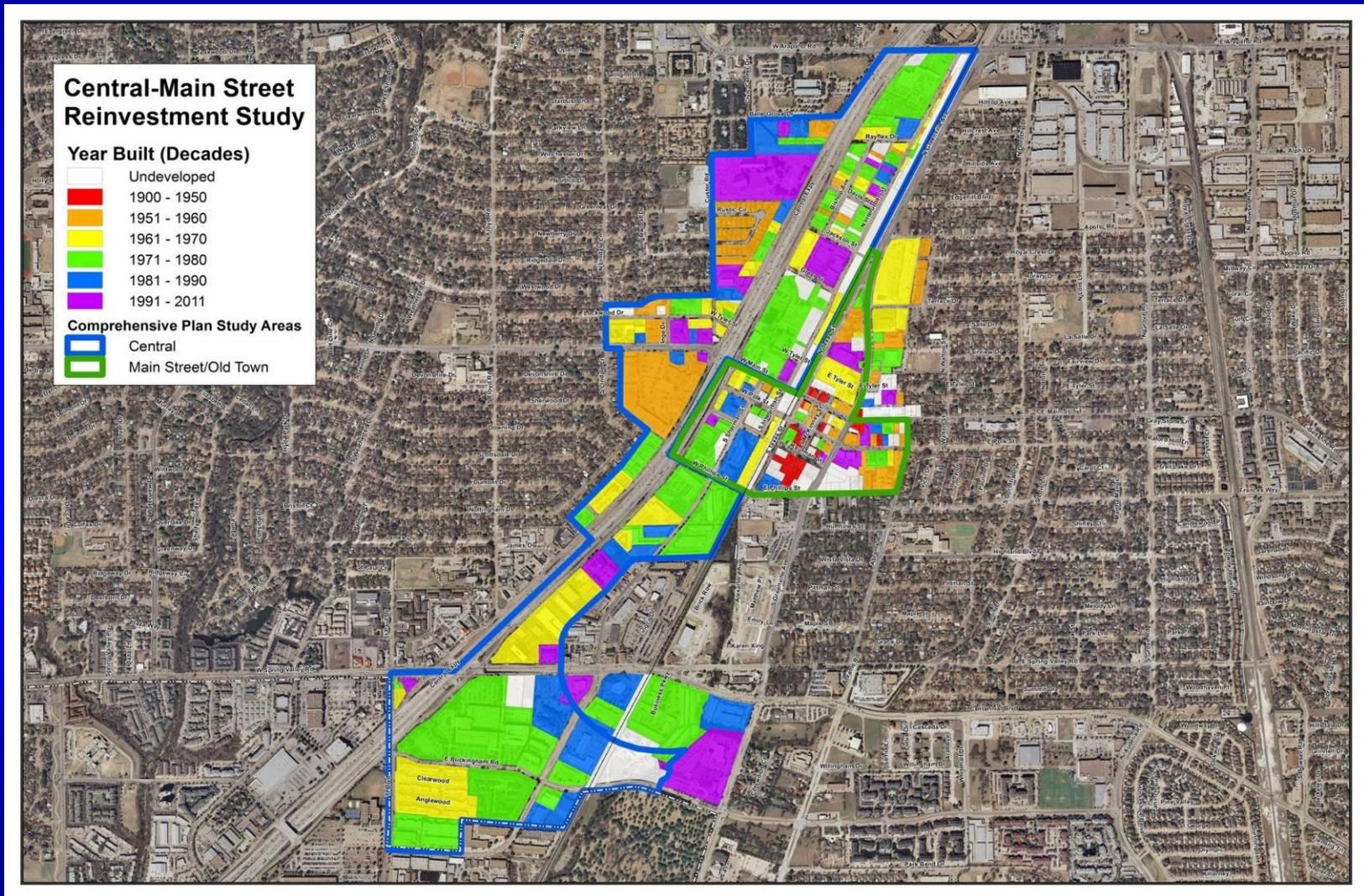


Main Street/Central Expressway Corridor Age of Improvements - Nonresidential

| Time Period | Building Area | % Building Area |
|----------------------------|----------------------|------------------------|
| 1900-1950 | 26,846 SF | 0.85% |
| 1951-1960 | 510,540 SF | 16.19% |
| 1961-1970 | 659,553 SF | 20.92% |
| 1971-1980 | 1,174,312 SF | 37.24% |
| 1981-1990 | 495,088 SF | 15.17% |
| 1991-2011 | 287,019 SF | 9.10% |
| Vacant/Parking only | | 13.34% |
| Total | 3,153,358 SF | 100.00% |

Main Street/Central Expressway Corridor

Age of Improvements - Nonresidential

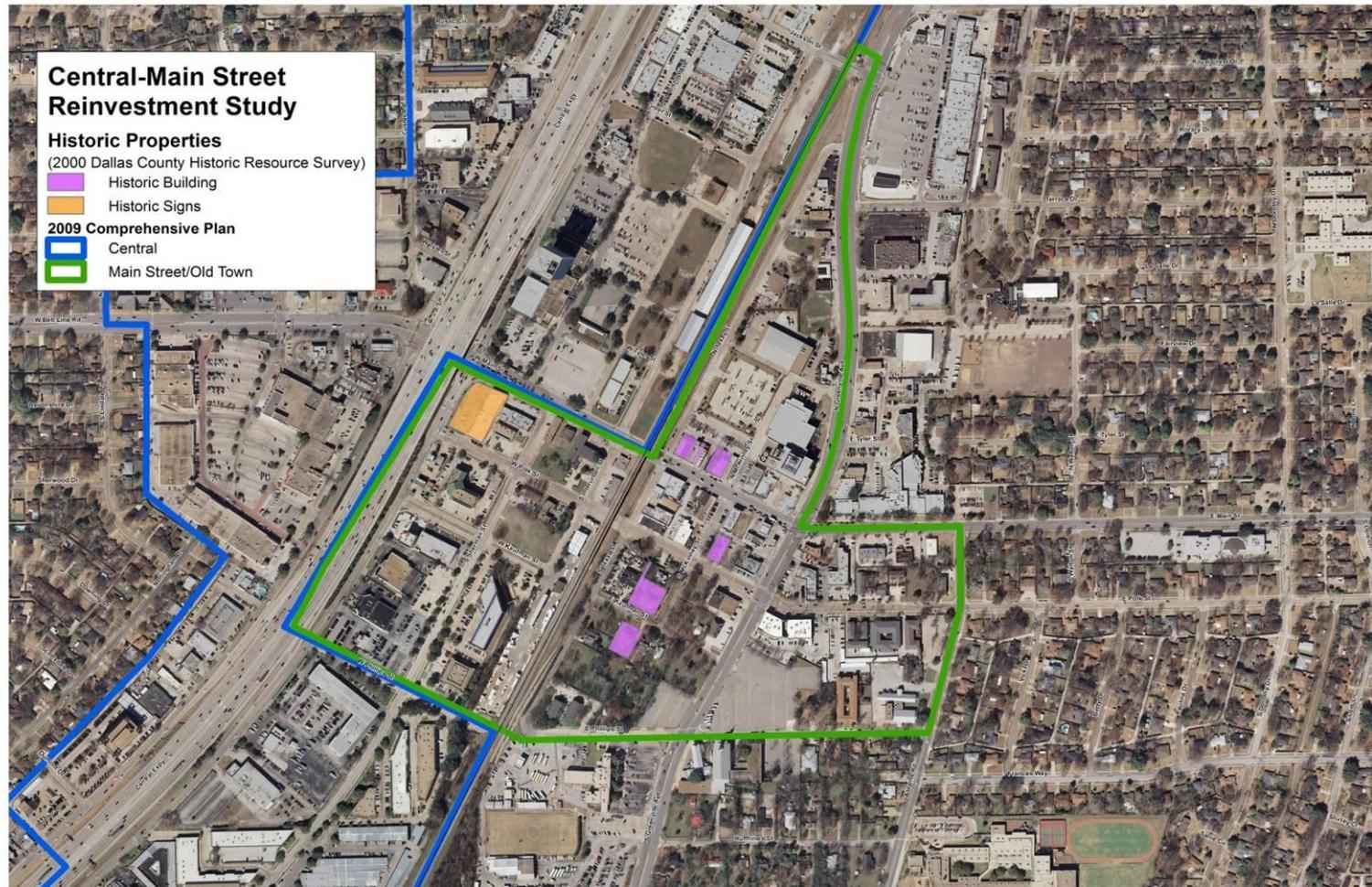


Main Street/Central Expressway Corridor Age of Improvements - Residential

| Time Period | SF Units | MF Units |
|--------------------|-----------------|--------------------------------------|
| 1900-1950 | 8 | 0 |
| 1951-1960 | 37 | 108 (6 properties) |
| 1961-1970 | 0 | 250 (2 properties) |
| 1971-1980 | 0 | 237 (3 properties) |
| 1981-1990 | 0 | 20 (2 properties) |
| 1991-2011 | 0 | 0 |
| Total | 45 | 615 (13 properties) |

Main Street/Central Expressway Corridor Structures with Historical Significance

- Dallas County's 2000 survey rated these structures and signs as low to moderate in significance (no special designation)



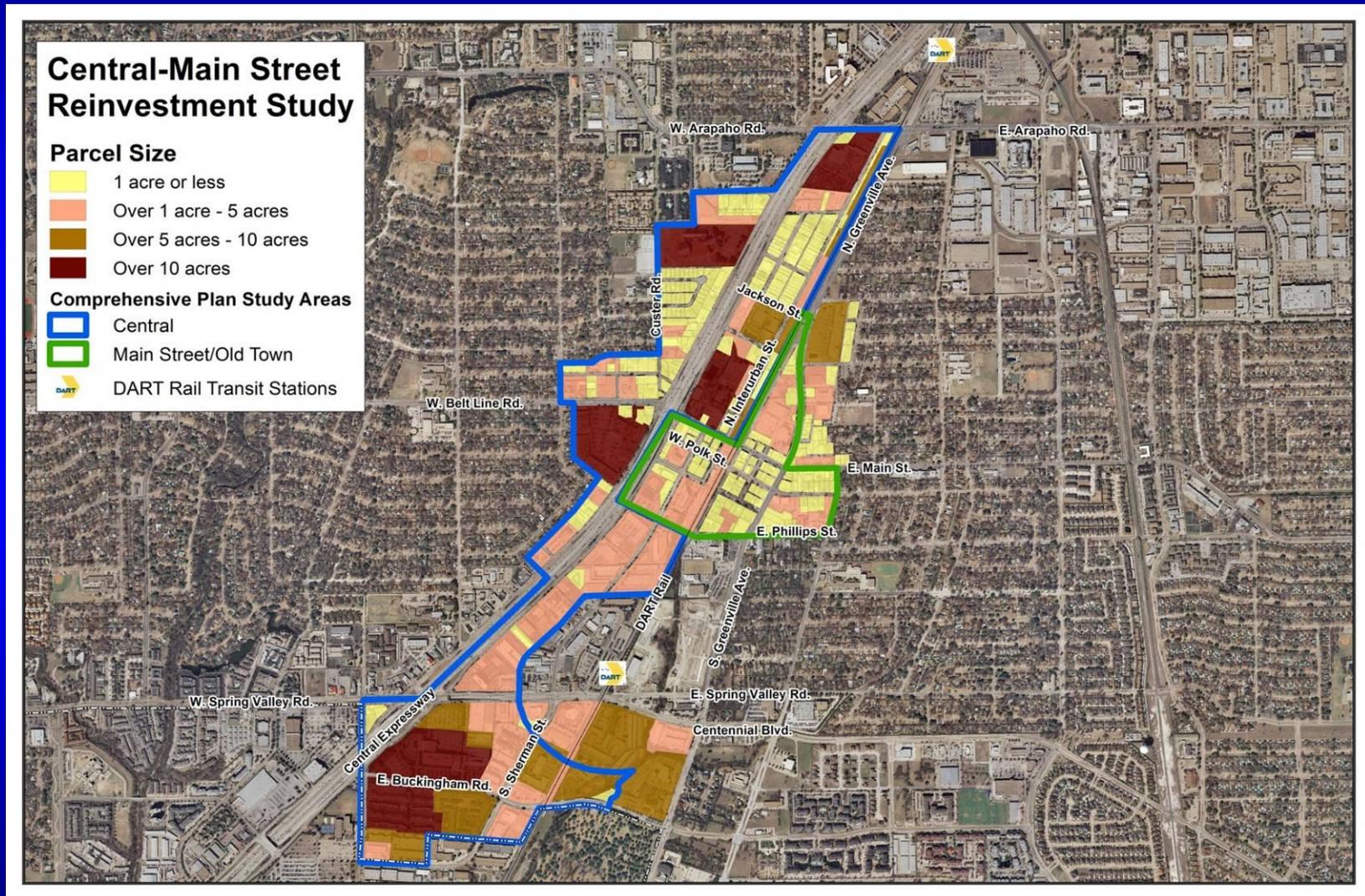
Main Street/Central Expressway Corridor Structures with Historical Significance



Main Street/Central Expressway Corridor Parcel Size

| Parcel Size | # Parcels | Acres | % of Area |
|-------------------------|------------------|---------------|------------------|
| 1 acre or less | 287 | 95.75 | 23.04 |
| >1 – 5 acres | 68 | 142.81 | 34.36 |
| >5 – 10 acres | 13 | 89.89 | 21.63 |
| >10 acres | 6 | 87.15 | 20.97 |
| Total | 374 | 415.60 | 100.00 |

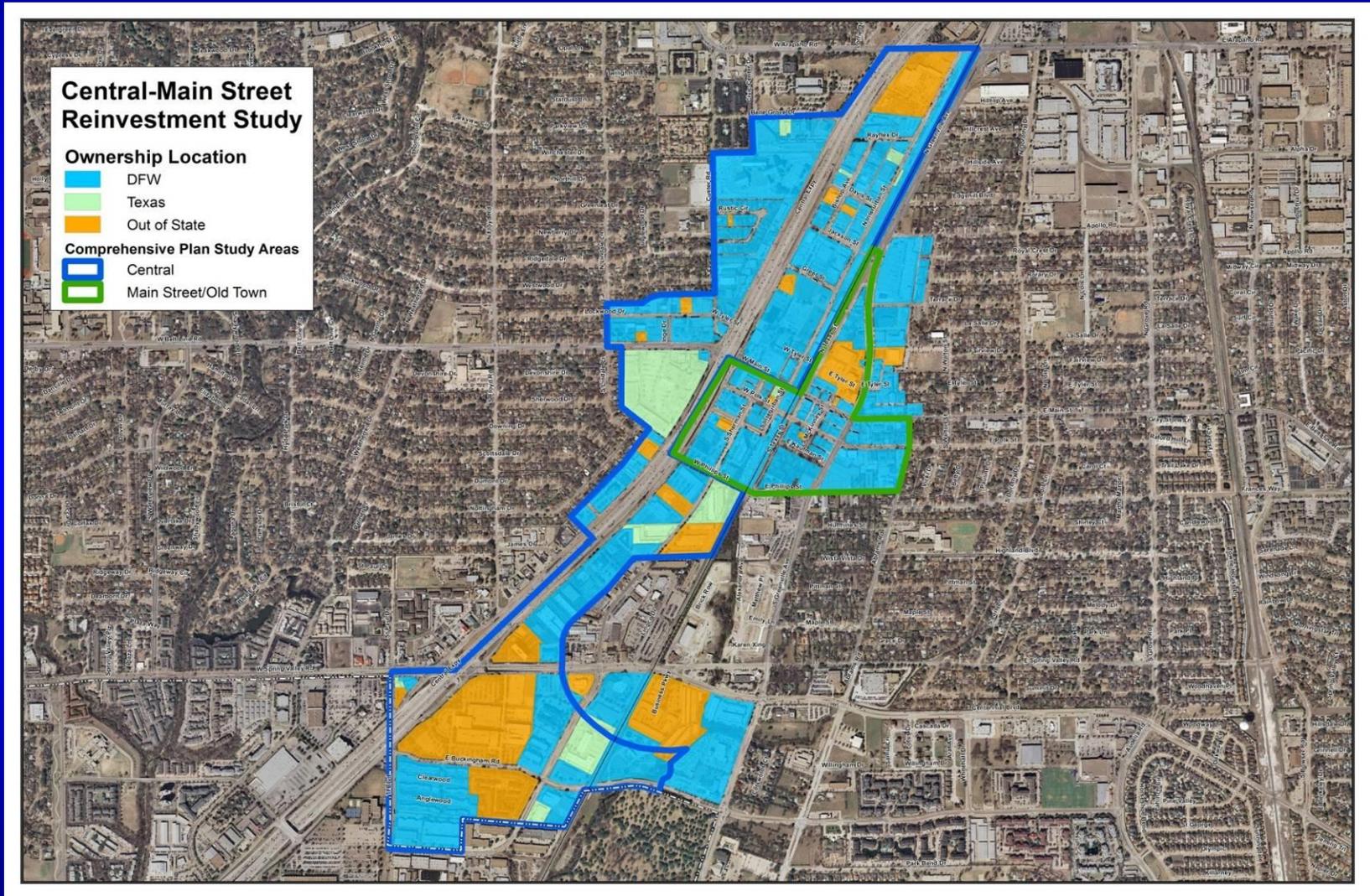
Main Street/Central Expressway Corridor Parcel Size



Main Street/Central Expressway Corridor Property Ownership

| Owner Location | # Parcels |
|-----------------------|------------------|
| DFW | 330 |
| Texas | 14 |
| Out of State | 30 |
| Total | 374 |

Main Street/Central Expressway Corridor Property Ownership



Main Street/Central Expressway Corridor Ownership

- Several “institutional” owners
 - 7 properties owned by schools, fraternal organization, post office
 - 18 properties owned by churches/religious institutions (including 9 used for parking)
 - 2 properties owned by franchise utility providers (Southwestern Bell/AT&T)
 - 5 properties owned by DART (one with commercial use)
 - 14 properties owned by the City or County (utility sites, parking, vacant apartment tract)

Main Street/Central Expressway Corridor Infrastructure—Transportation

| Roadway | Lanes | Classification | Volume (daily) |
|---|-------------------------------------|-----------------------|---|
| US 75/ Central Expy Freeway | 8 | Highway | 278,000 (total including frontage roads) |
| US 75/ Central Expy Service Road | 6 (3 each direction) | | NB S of Main 15,500 wkday 11,600 wkend NB S of Arapaho 27,000 wkday 17,500 wkend SB N of WSV 28,400 wkday 19,400 wkend SB S of Arapaho 28,100 wkday 17,400 wkend |

Main Street/Central Expressway Corridor Infrastructure—Transportation

| Roadway | Lanes | Classification | Volume (daily) |
|-------------------------------|--|-----------------------|---------------------------|
| Main St/ Belt Line | 4 E of Central; 6 W of Central | Arterial | 16,000; 24,800 |
| Spring Valley | 4 E of DART 6 W of DART w/tunnel at Central | Arterial | 36,700 |
| Centennial | 6 | Arterial | 31,700 |
| Arapaho | 6 | Arterial | 31,700 |
| Greenville | 4 Centennial to Belt Line; 6 elsewhere | Arterial | 11,800 |

Main Street/Central Expressway Corridor Infrastructure—Transportation

| Roadway | Lanes | Classification | Volume (daily) |
|------------------------------------|----------------|----------------------------|---------------------------|
| Sherman | 2 to 6* | Minor Collector | 4,300; 2,700 |
| Prestonwood/ Buckingham | 4 | Major Collector | 3,800; 5,600 |
| T.I. Blvd. | 4 | Minor Collector | 6,000 |

*South to north:

4 TI Blvd. to Prestonwood/Buckingham

6 Prestonwood/Buckingham to Spring Valley

2 (industrial width) Spring Valley to Belt Line

Main Street/Central Expressway Corridor Infrastructure—Transit

- Spring Valley Light Rail Station
 - Near the southeast corner of the study area
- Arapaho Center Light Rail Station
 - Just north of the study area
- Multiple bus routes serving rail stations, employment areas, neighborhoods

Main Street/Central Expressway Corridor Infrastructure—Open Space

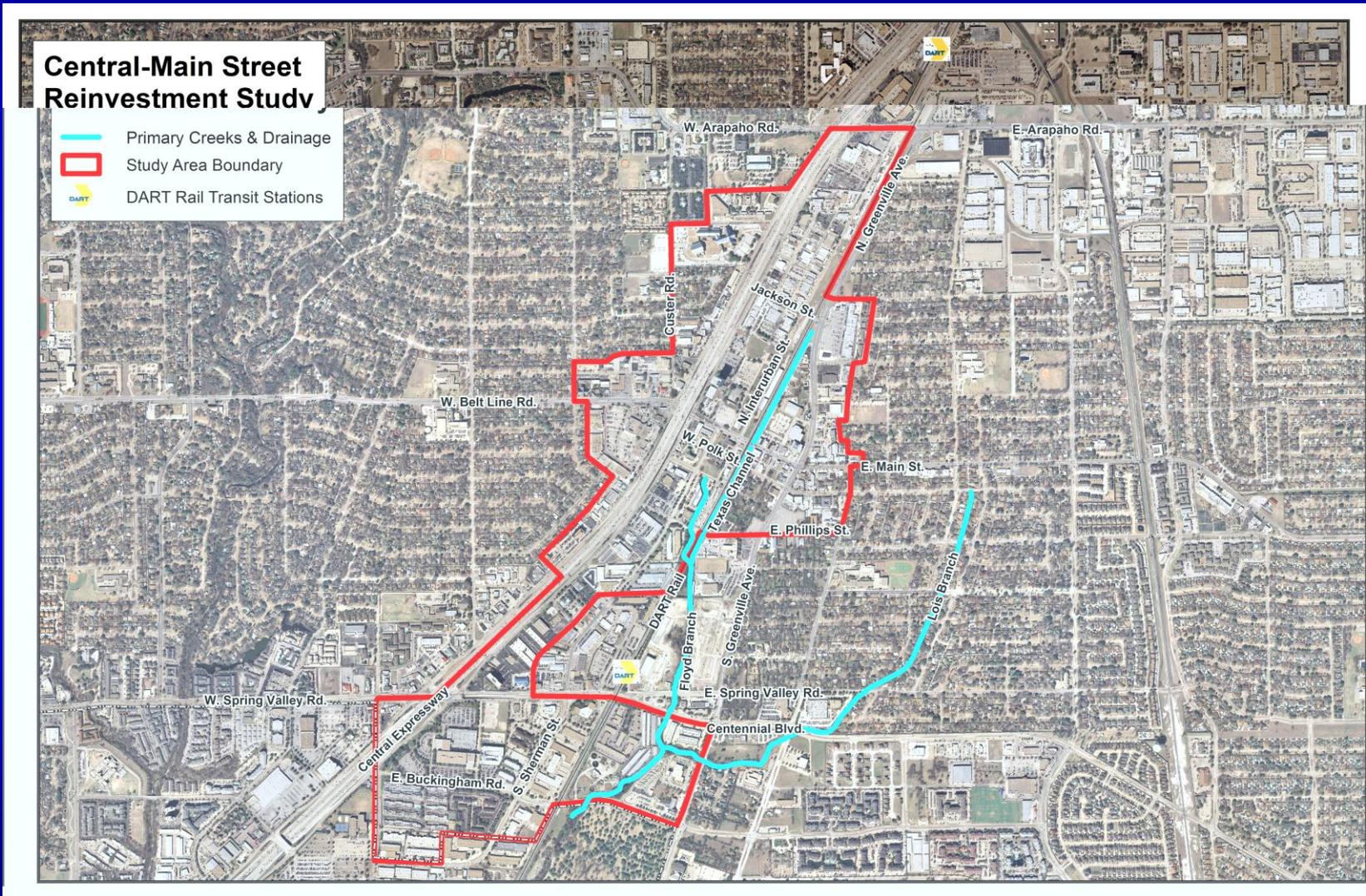
- Ruth Young Park open space area
 - Small open space/beautification area



Main Street/Central Expressway Corridor Infrastructure—Creeks

- Floyd Branch
 - East of the DART rail corridor north of Phillips, west of the DART rail corridor further south
 - Tributary of Cottonwood Creek
 - Portions within right-of-way, portions privately-owned
 - Planned improvements described herein
- Lois Branch
 - Small section in the extreme southeast portion of the study area
 - Privately-owned
 - No improvements planned for this section of the creek
- Texas Channel
 - Concrete drainage channel parallel to the DART line and Texas Street between Jackson and the RISD property
 - Portions will be enclosed with the Central Trail project; additional sections may be enclosed in the future

Main Street/Central Expressway Corridor Infrastructure—Creeks

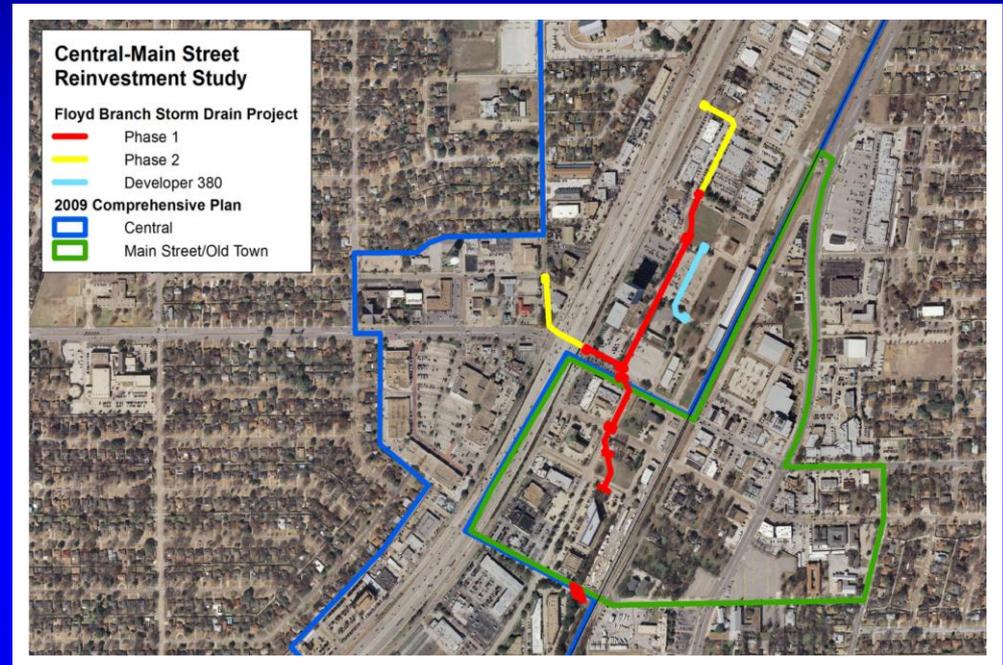


Main Street/Central Expressway Corridor Infrastructure—Planned Improvements

- Floyd Branch Storm Drain Improvements – Phase 1
 - Replace/Upgrade series of large concrete culverts through the bank tract at northeast corner of Main/Central, extending south through the Polk/Sherman area to Kaufman Street
 - Reconstruct Phillips Street bridge over Floyd Branch
 - Construct new right-turn lane, westbound Main Street from Interurban to northbound Central Expressway frontage road
 - Replace signals at Main/Central and Main/Interurban
- Floyd Branch Storm Drain Improvements – Future Phase (future bond program items; no time table)
 - Extending pipes north from Greer
 - Extending pipes under Central Expressway and north to the Custer/Tyler area

Main Street/Central Expressway Corridor Infrastructure—Planned Improvements

- Floyd Branch Storm Drain Improvements
 - \$6.5 million estimated project cost
 - \$200,000 Dallas County
 - \$300,000 Developer
 - \$6 million City of Richardson (multiple sources)
 - Bids, possible revisions to scope under review
 - Bid award Spring 2012
 - Under construction Summer 2012



Main Street/Central Expressway Corridor

Infrastructure—Planned Improvements

■ Streets

- Reconstruct several area streets, including Apollo, Terrace, LaSalle (recently completed or in process)

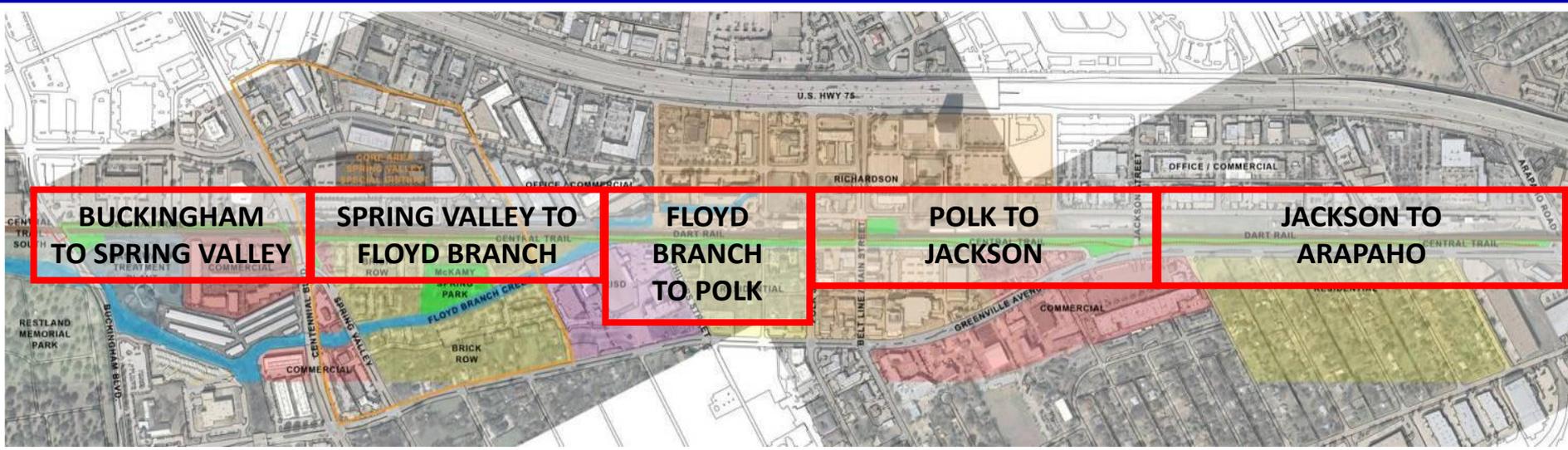
■ Sidewalks

- Improve sidewalks along arterials and collector streets within .5 miles of DART stations to facilitate pedestrian travel

■ Central Trail

- Construct a 10-12' trail within DART right-of-way; passes through the study area
 - Connects to trail segments to the north and south
 - Will eventually connect to the regional White Rock Trail
- In some locations, enclose the existing creek channel (trail to be built on top)
 - Design in process, DART approval is required

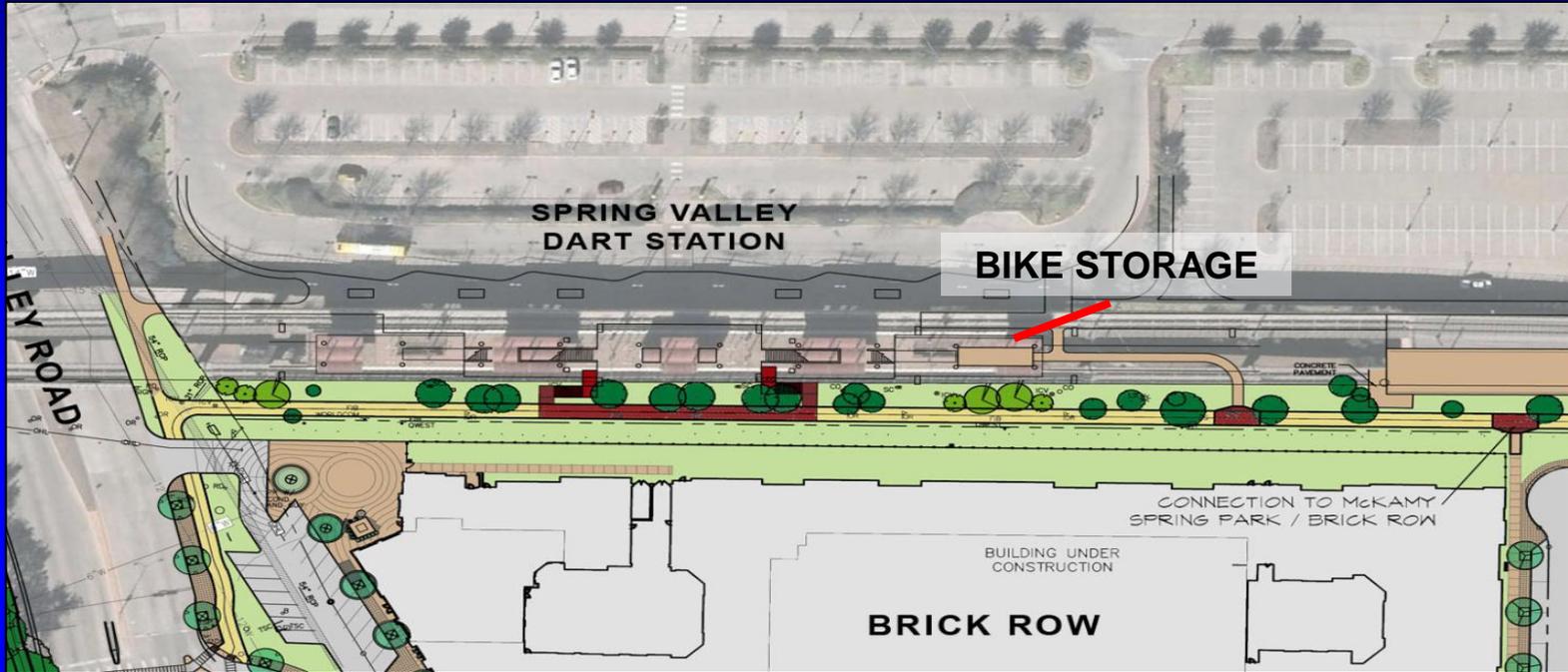
Main Street/Central Expressway Corridor Central Trail



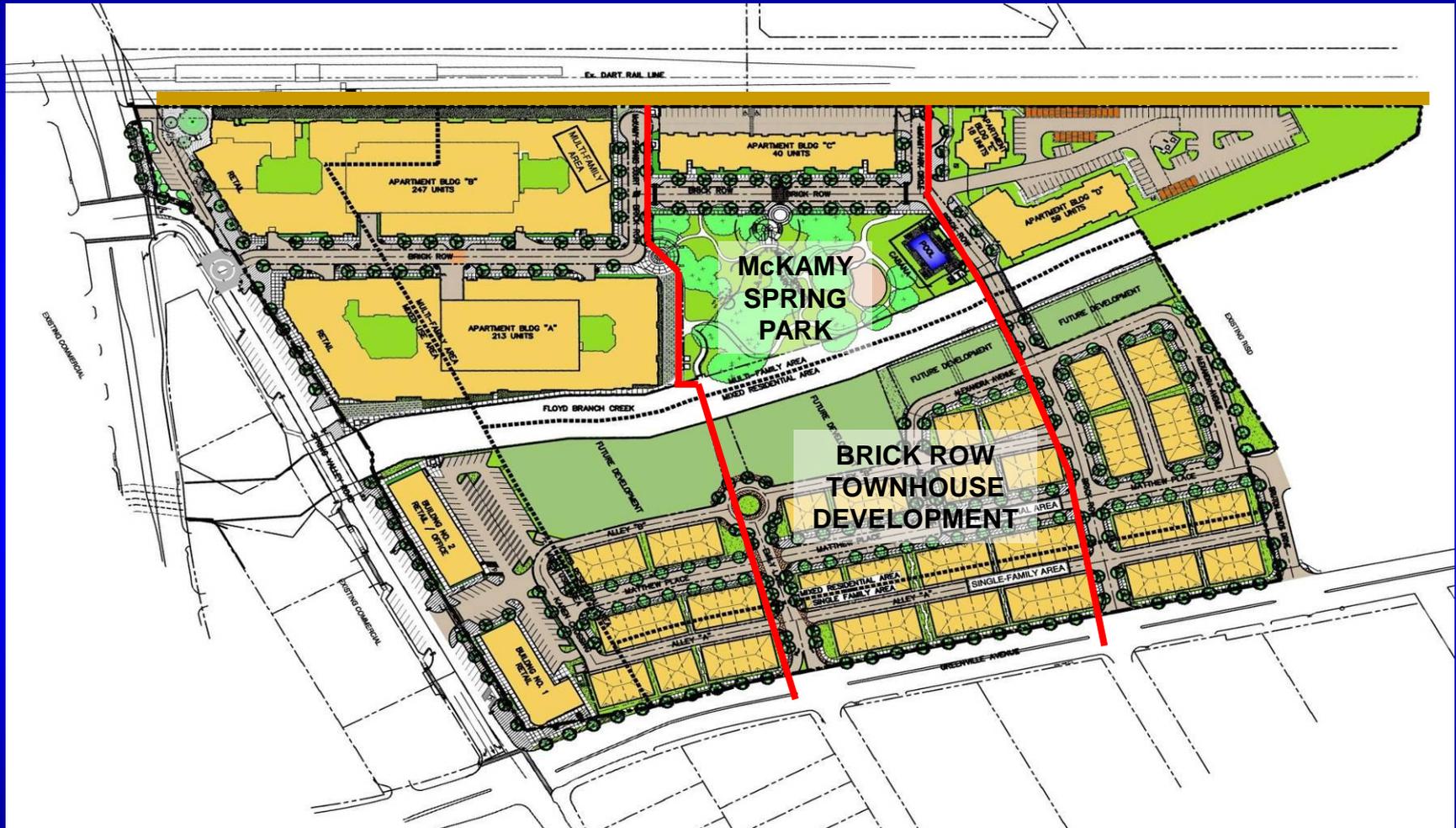
- \$4 million project cost
 - Dallas County - \$2.5 million
 - City of Richardson bond program - \$1.5 million
- Under construction Summer 2012

Main Street/Central Expressway Corridor

Central Trail – Spring Valley Light Rail Station

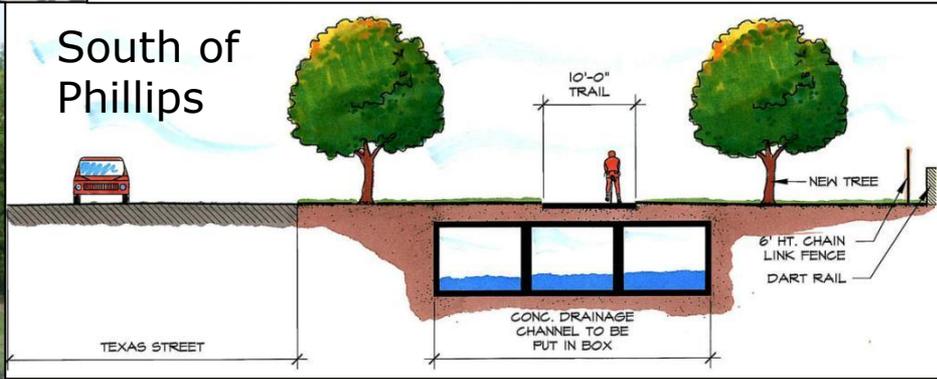
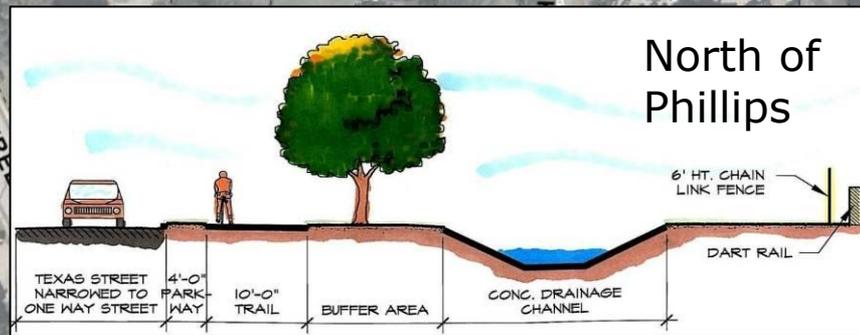
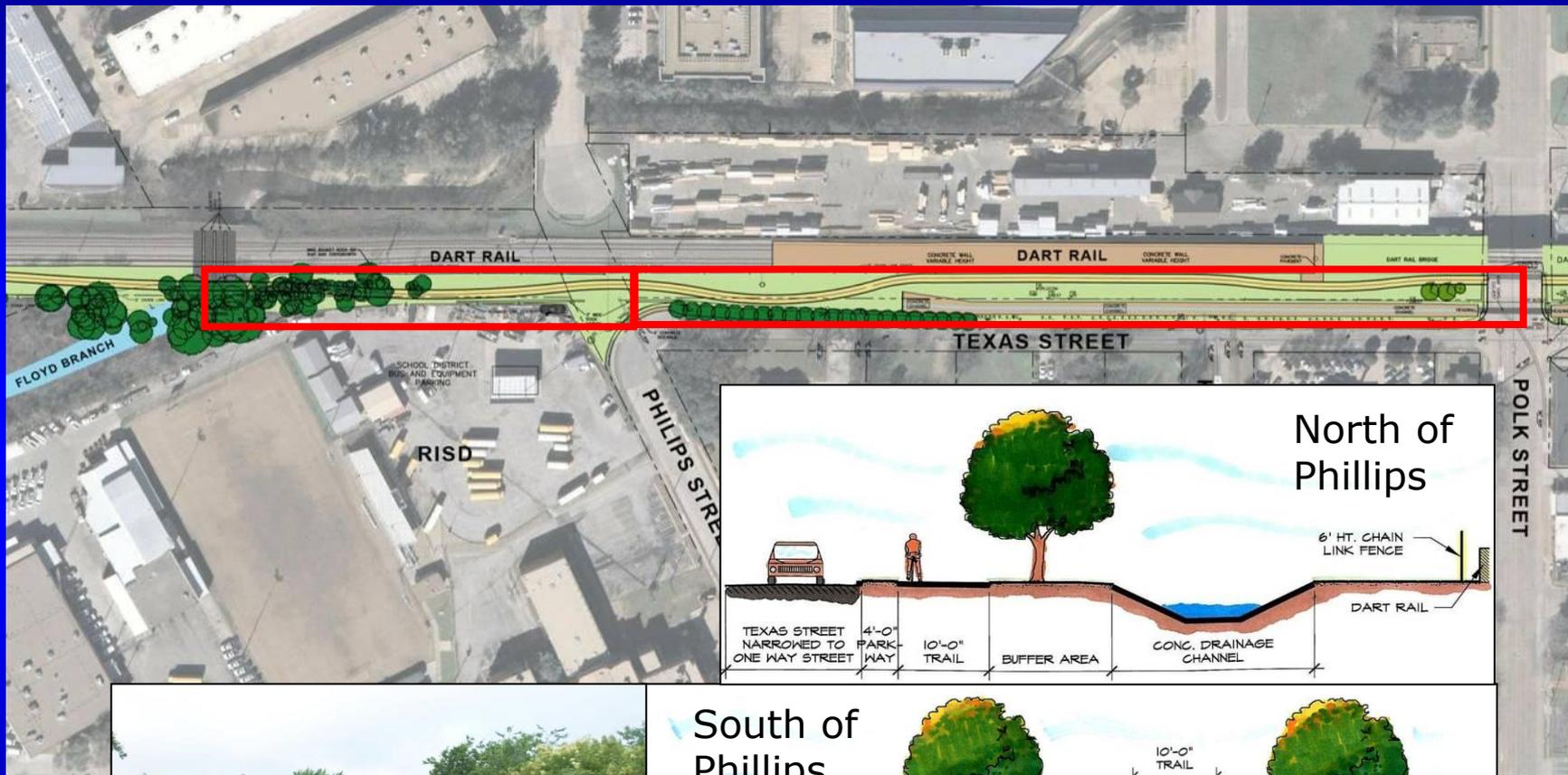


Main Street/Central Expressway Corridor Central Trail – Spring Valley to Floyd Branch

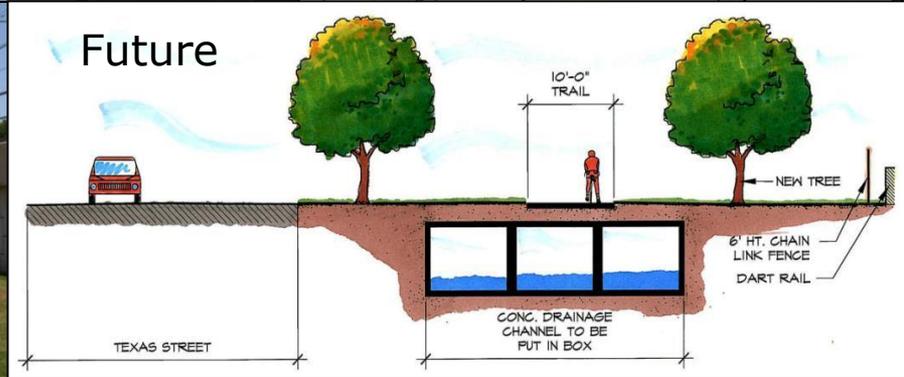


Main Street/Central Expressway Corridor

Central Trail – Floyd Branch to Polk

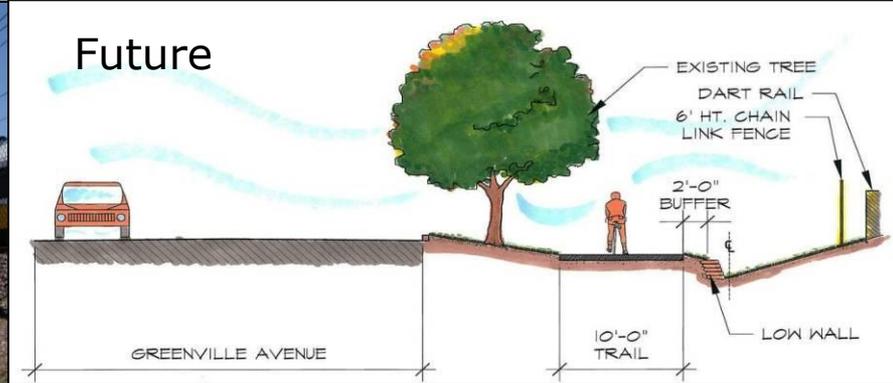
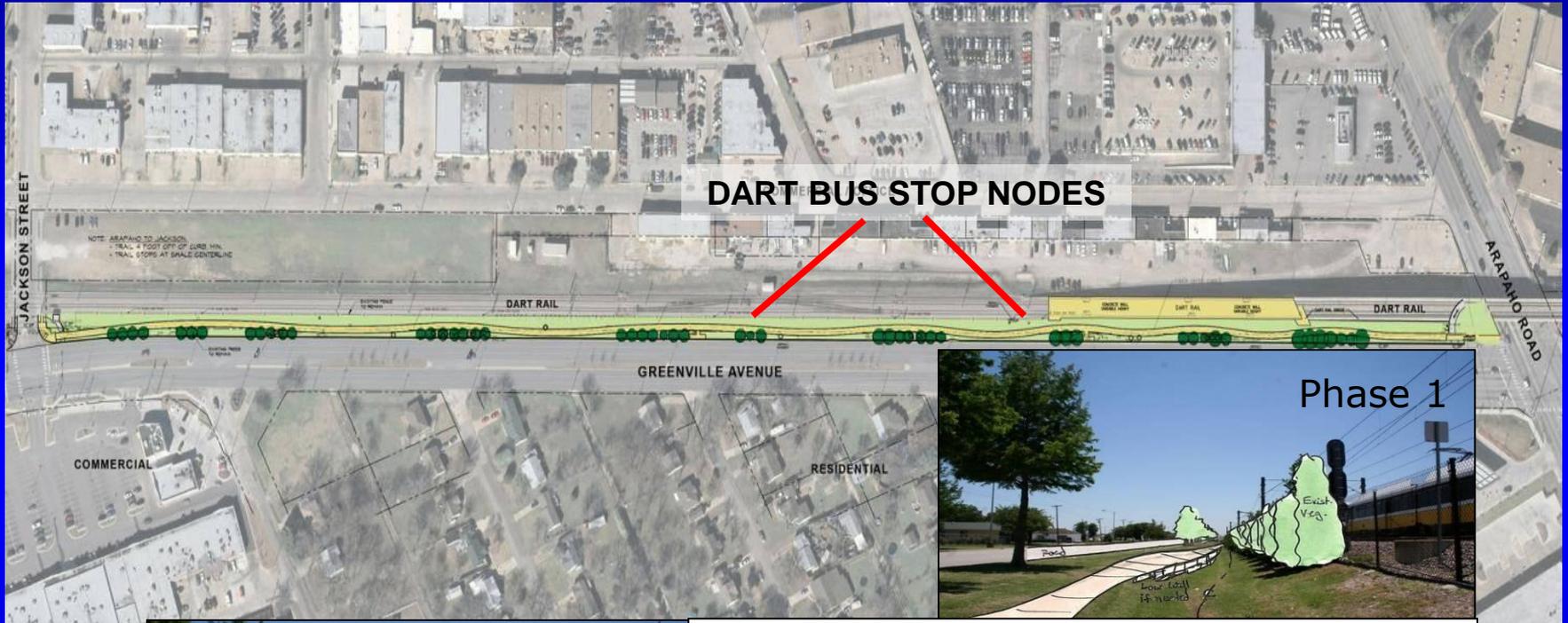


Main Street/Central Expressway Corridor Central Trail – Polk to Jackson



Main Street/Central Expressway Corridor

Central Trail – Jackson to Arapaho



Main Street/Central Expressway Corridor Study Area Demographics – Population, Households

| | Number | Percent |
|--------------------------|---------------|----------------|
| Population | 1,549 | |
| Households | | |
| Total | 747 | |
| Occupied | 711 | 95.18% |
| Vacant | 36 | 4.82% |
| Persons/Household | 2.43 | |

Source: 2010 Census

*Population including Belle Grove Apartments 1,726;
study area does not include Belle Grove

Main Street/Central Expressway Corridor Study Area Demographics* – Age

| Age | Percent |
|--------------------|----------------|
| 0-19 Years | 30.13% |
| 20-44 Years | 44.21% |
| 45-64 Years | 21.09% |
| 65+ Years | 4.5% |

Source: 2010 Census

Main Street/Central Expressway Corridor Study Area Demographics – Race

| Race | Percentage |
|---------------------|-------------------|
| White | 34.13% |
| Black | 24.80% |
| Asian | 26.77% |
| Other | 14.31% |
| Hispanic | |
| Hispanic | 18.13% |
| Non-Hispanic | 81.87% |

Source: 2010 Census

Main Street/Central Expressway Corridor Study Area Demographics – Employment

| Land Use | Building Area | Employees |
|---------------------------------|---------------|--------------|
| Retail/Commercial | 550,142 SF | 1,444 |
| Multi-Tenant Center | 369,112 SF | 969 |
| Hospitality (Restaurant, Hotel) | 354,249 SF | 670 |
| Automotive | 338,039 SF | 371 |
| Office | 862,525 SF | 2,679 |
| Industrial | 339,206 SF | 373 |
| Public/Semi-Public | 91,812 SF | 420 |
| Utilities | 84,454 SF | 94 |
| Total | | 7,020 |

*Estimates based on square footage and type of use, applying ULI ratios

Main Street/Central Expressway Corridor

Current Study Strategies

- Use a combination of internal (staff) and external (consultant) resources to complete the project
- Determine market viability for redevelopment
- Engage property owners
- Develop a vision based on community goals and market realities
- Determine if opportunities exist for public/private partnerships
- Create an implementation strategy
- Amend zoning and other standards to support redevelopment, if appropriate as a later phase

Main Street/Central Expressway Corridor Schedule of Upcoming Actions

| Task | Approximate Schedule* |
|--|---|
| Inventory of existing conditions | October 2011-February 2012 (ongoing) |
| Select and hire consultant team (RFQ through contracting) | February-May 2012 (4 months) |
| Market study and visioning | June 2012-February 2013 (9 months) |
| Design standards and ordinance development | March-August 2013 (6 months) |
| Public hearings and ordinance adoption | September-December 2013 (4 months) |

*Schedule estimated based on West Spring Valley time frame

