

City Council Work Session Handouts

October 8, 2012

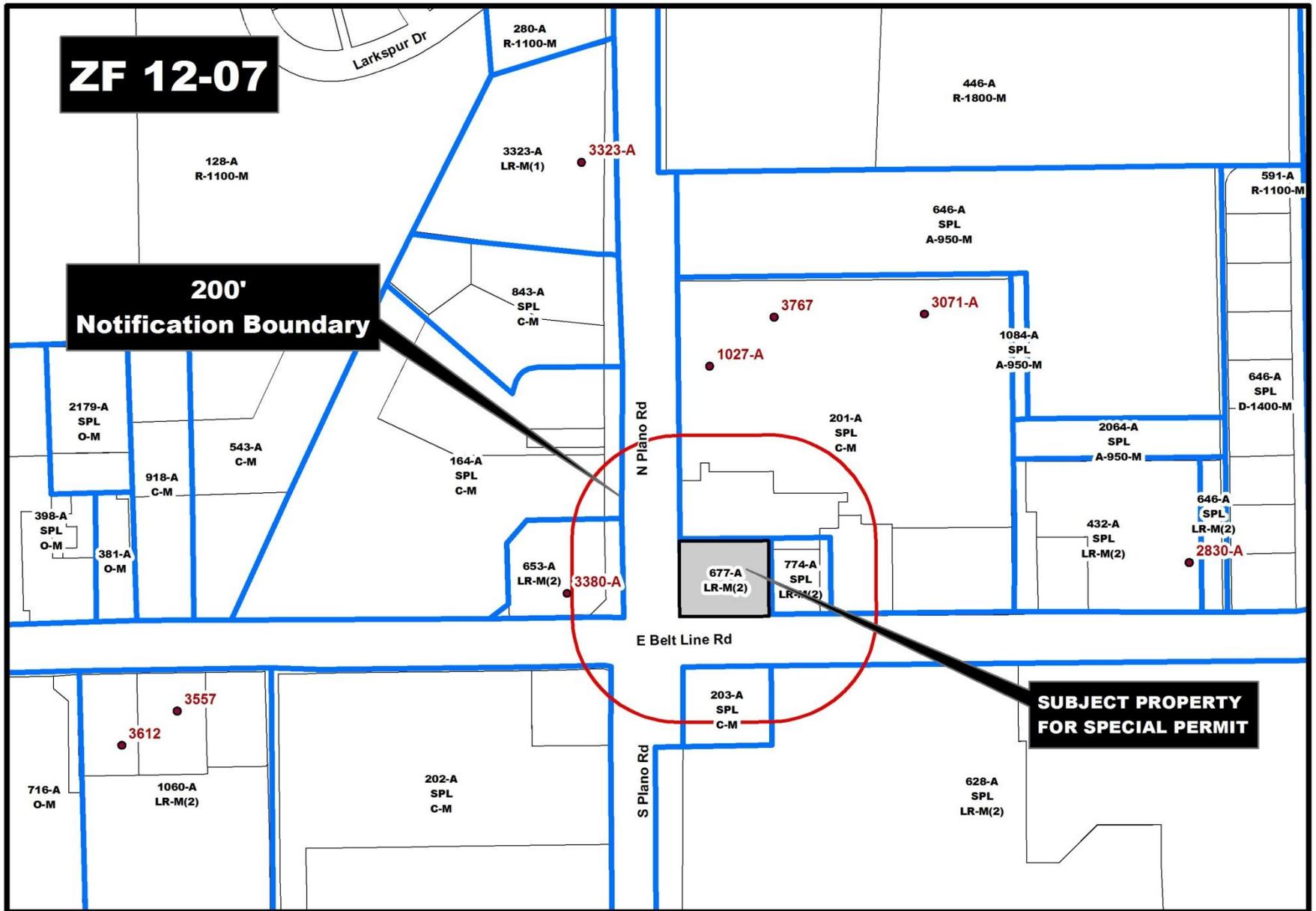
- I. Discussion of Zoning File 12-07
- II. Discussion of Zoning File 12-16
- III. Sign Control Board Minutes of October 3, 2012 Meeting
- IV. Review and Discuss the Bike Transportation Program
- V. Review and Discuss the New Park on Weatherred Drive
- VI. Review and Discuss the Central Trail Update

City Council Worksession



October 8, 2012

Meeting Begins at 6:00 P.M.



ZF 12-07 Notification Map

Updated By: shacklett. Update Date: May 16, 2012
 File: DSM\Mapping\Cases\Z\2012\ZF1207\ZF1207 notification.mxd

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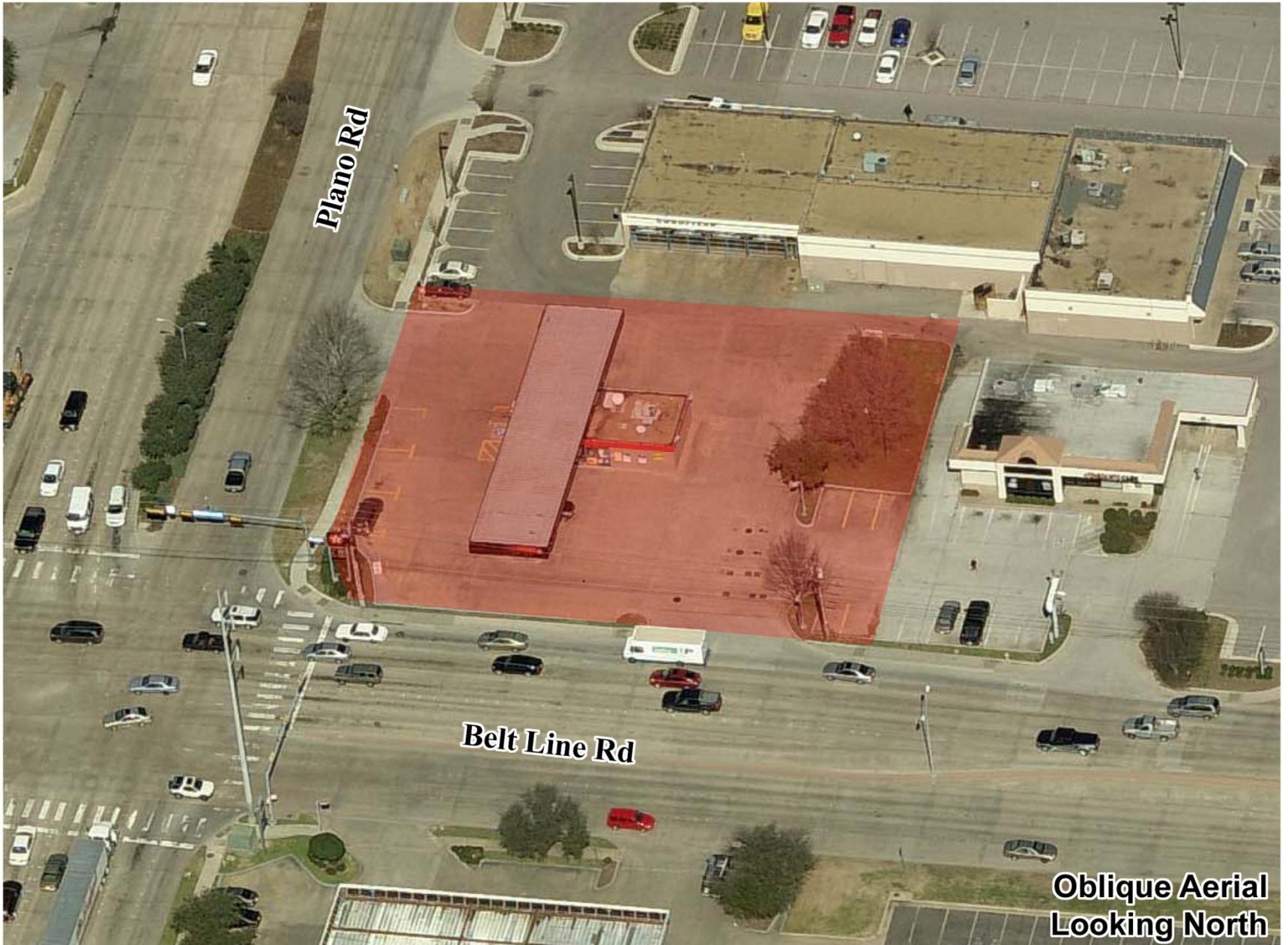


ZF 12-07 Aerial Map

Updated By: shacklett. Update Date: May 16, 2012
File: DSIMapping\Cases\Z\2012\ZF1207\ZF1207 ortho.mxd

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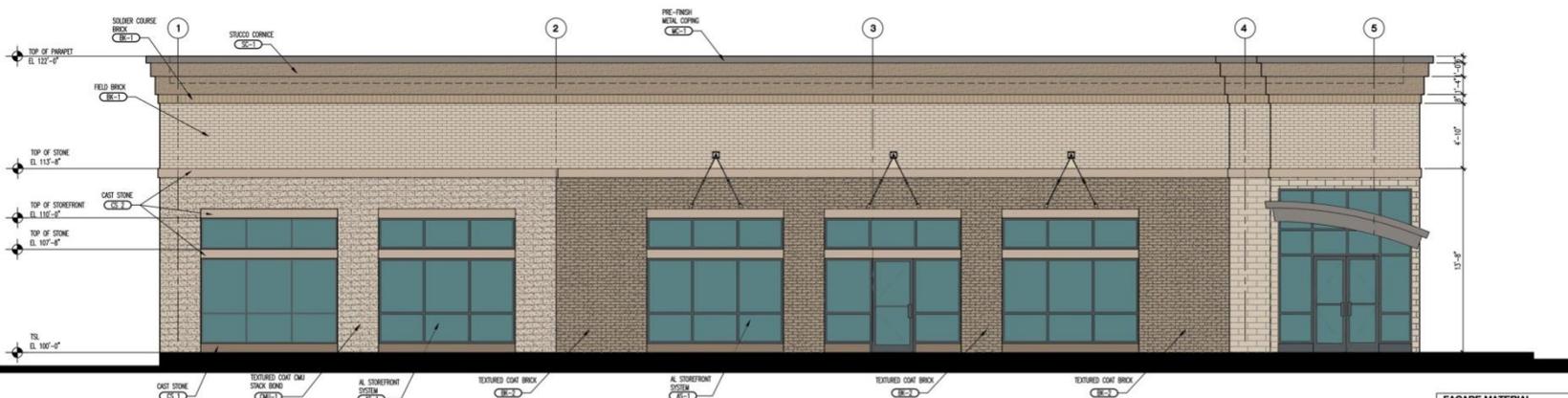




Plano Rd

Belt Line Rd

**Oblique Aerial
Looking North**



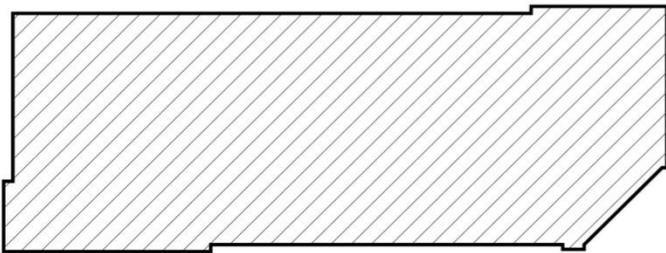
01 FRONT ELEVATION (WEST)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STONE VENEER	127 SF	09.81%
BRICK	825 SF	58.88%
CONCRETE MASONRY UNIT (CMU)	243 SF	17.31%
TOTAL MASONRY	1195 SF	86.00%
STUCCO PROF.	298 SF	14.48%
TOTAL (EXCLUDING GLASS AREA)	1,493 SF	100%



02 RIGHT SIDE ELEVATION (SOUTH)
SCALE: 1/4"=1'-0"

FACADE MATERIAL CALCULATION		
MATERIAL	AREA	%
STONE VENEER	34 SF	06.84%
BRICK	184 SF	32.03%
CONCRETE MASONRY UNIT (CMU)	240 SF	48.87%
TOTAL MASONRY	458 SF	88.54%
STUCCO PROF.	74 SF	14.48%
TOTAL (EXCLUDING GLASS AREA)	532 SF	100%



03 KEY PLAN
SCALE: 1/8"=1'-0"

EXTERIOR MATERIAL LIST	
ALUMINUM STOREFRONT AS 1-TINT (SILVER ANODIZED) KAWNEER (770)449-5555	METAL COPING MC 1-COLOR: SANDSTONE DARK: BUFF UNA CLAD P-(800) 426-7737
ALUMINUM AWNING AS 1-TINT (SILVER ANODIZED) KAWNEER (770)449-5555	PAINT WD 1-SHERWIN WILLIAMS, ROAN 2722 CREAM SHERWIN WILLIAMS P-(200) 347-3781
BRICK BK 1-ACME BLEND 137 (FIELD) LIGHT BUFF ACME BRICK P-(972) 241-1400 F-(972) 406-9374	CONCRETE MASONRY UNIT (CMU) CMU-1 FEATHERLITE CONCRETE (972) 241-1400 COLOR: DARK BUFF FINISH: TEXTURED COAT-FACE CMU
BK 2-ACME BLEND 139 (ACCENT) DARK BUFF ACME BRICK P-(972) 241-1400 F-(972) 406-9374	STUCCO SC 1-MATCH BENJAMIN MOORE HC-83 DARK: BUFF
CAST STONE CS 1-COLOR- DARK BUFF CS 2-COLOR- LIGHT BUFF UNITED CAST STONE	CONCRETE MASONRY UNIT (CMU) CMU-1 FEATHERLITE CONCRETE (972) 241-1400 COLOR: LIGHT BUFF FINISH: SMOOTH-FACE CMU

NOTES:
PAINTS AND GLAZING ARE SUBJECT TO THE APPROVAL OF THE OWNER. GC TO PROVIDE SAMPLE OF ALL PAINT COLOR TO THE OWNER BEFORE PURCHASING ANY PAINT. GC TO MAKE A MOCK UP SAMPLE OF ALL PAINT AND GET APPROVAL OF THE OWNER PRIOR TO APPLICATION.

Original Date: NOVEMBER 11, 2021
 Issue Log
 ISSUED FOR REVIEW: 1/14/2021
 REVISIONS FOR REVIEW: 07/29/2021
 ISSUED FOR PERMIT: 08/26/2021

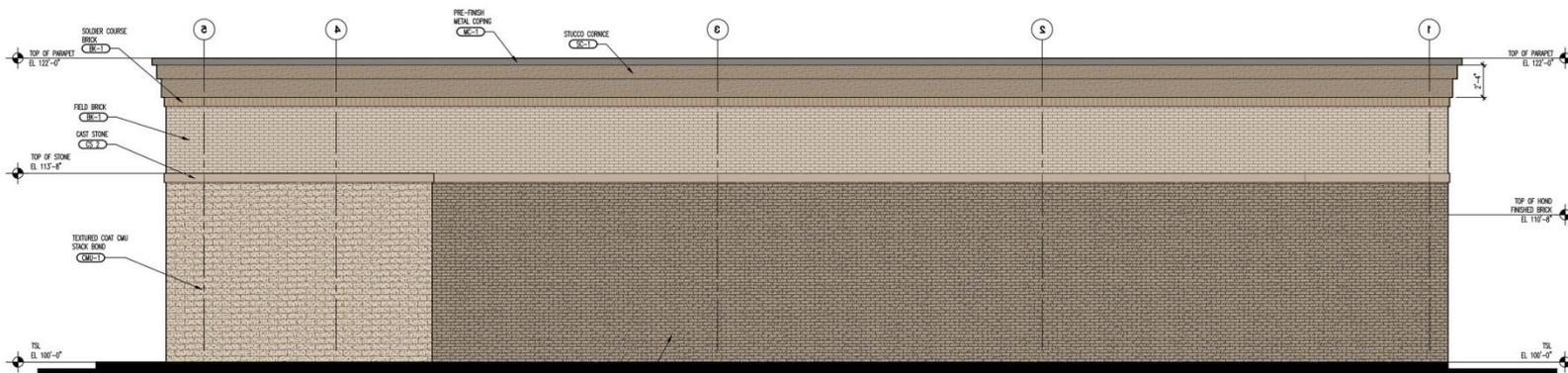
DRAWN BY: CHECKED BY:
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CONVENIENCE STORE
 AT 1401 EAST BELT LINE ROAD
 RICHARDSON, TEXAS 75081

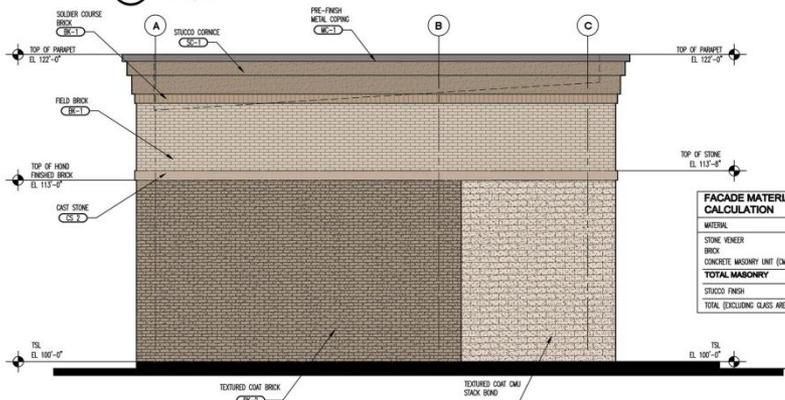
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Sheet Number:
 A301
 Project Number:

Building Elevations (West & South)



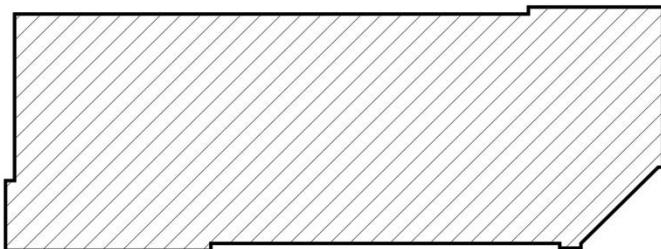
01 REAR ELEVATION (EAST)
SCALE: 1/4"=1'-0"



02 LEFT SIDE ELEVATION (NORTH)
SCALE: 1/4"=1'-0"

MATERIAL	AREA	%
STONE VENEER	23 SF	03.66%
BRICK	482 SF	64.28%
CONCRETE MASONRY UNIT (CMU)	142 SF	18.51%
TOTAL MASONRY	647 SF	86.87%
STUCCO FINISH	103 SF	13.71%
TOTAL (EXCLUDING GLASS AREA)	750 SF	100%

MATERIAL	AREA	%
STONE VENEER	61 SF	03.10%
BRICK	1,447 SF	73.61%
CONCRETE MASONRY UNIT (CMU)	243 SF	12.30%
TOTAL MASONRY	1,751 SF	89.01%
STUCCO FINISH	215 SF	10.8%
TOTAL (EXCLUDING GLASS AREA)	1,966 SF	100%



03 KEY PLAN
SCALE: 1/8"=1'-0"

EXTERIOR MATERIAL LIST	
ALUMINUM STOREFRONT AS 1-TINT (SILVER ANODIZED) KAWNEER (770)448-5555	METAL COPING MC 1-COLOR: SANDSTONE DARK BUFF UNIK CLAD P-(800) 426-7737
ALUMINUM AWNING AS 1-TINT (SILVER ANODIZED) KAWNEER (770)448-5555	PAINT WD 1-SHERWIN WILLIAMS, ROAN 2722 CREAM SHERWIN WILLIAMS P-(280) 347-3781
BRICK BK 1-ACME BLEND 137 (FIELD) LIGHT BUFF ACME BRICK P-(972) 241-1400 F-(972) 406-9374 BK 2-ACME BLEND 139 (ACCENT) DARK BUFF ACME BRICK P-(972) 241-1400 F-(972) 406-9374	CONCRETE MASONRY UNIT (CMU) CMU-1 FEATHERLITE CONTACT (972) 241-1400. COLOR: DARK BUFF FINISH: TEXTURED COAT-FACE CMU
CAST STONE CS 1-COLOR- DARK BUFF CS 2-COLOR- LIGHT BUFF UNITED CAST STONE	STUCCO SC 1-MATCH BENJAMIN MOORE HC-83 DARK BUFF CMU-1 FEATHERLITE CONTACT (972) 241-1400 COLOR: TITAN COATS FINISH: SMOOTH-FACE CMU

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fk design
 ARCHITECT
 1111 E. CENTRAL EXPRESSWAY
 SUITE 110
 RICHARDSON, TEXAS 75081
 TEL: (972) 850-8828
 FAX: (972) 850-8828
 WWW.FKDESIGN.COM
 REGISTERED ARCHITECT
 STATE OF TEXAS
 No. 12,000,000

Original Date:
NOVEMBER 11, 2011
Issue Log
ISSUED FOR REVIEW 1/14/2012
ISSUED FOR REVIEW 07/20/2012
ISSUED FOR PERMIT 08/30/2012

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CONVENIENCE STORE
 AT 1401 EAST BELT LINE ROAD
 RICHARDSON, TEXAS 75081

Sheet Number:
A302

Project Number:
Exhibit G-2

Building Elevations (East & North)



TEXACO

GOODYEAR

FOOD MART

SELF

Clearance 12'0"

Looking Northeast



TEXACO

3.99

3.99

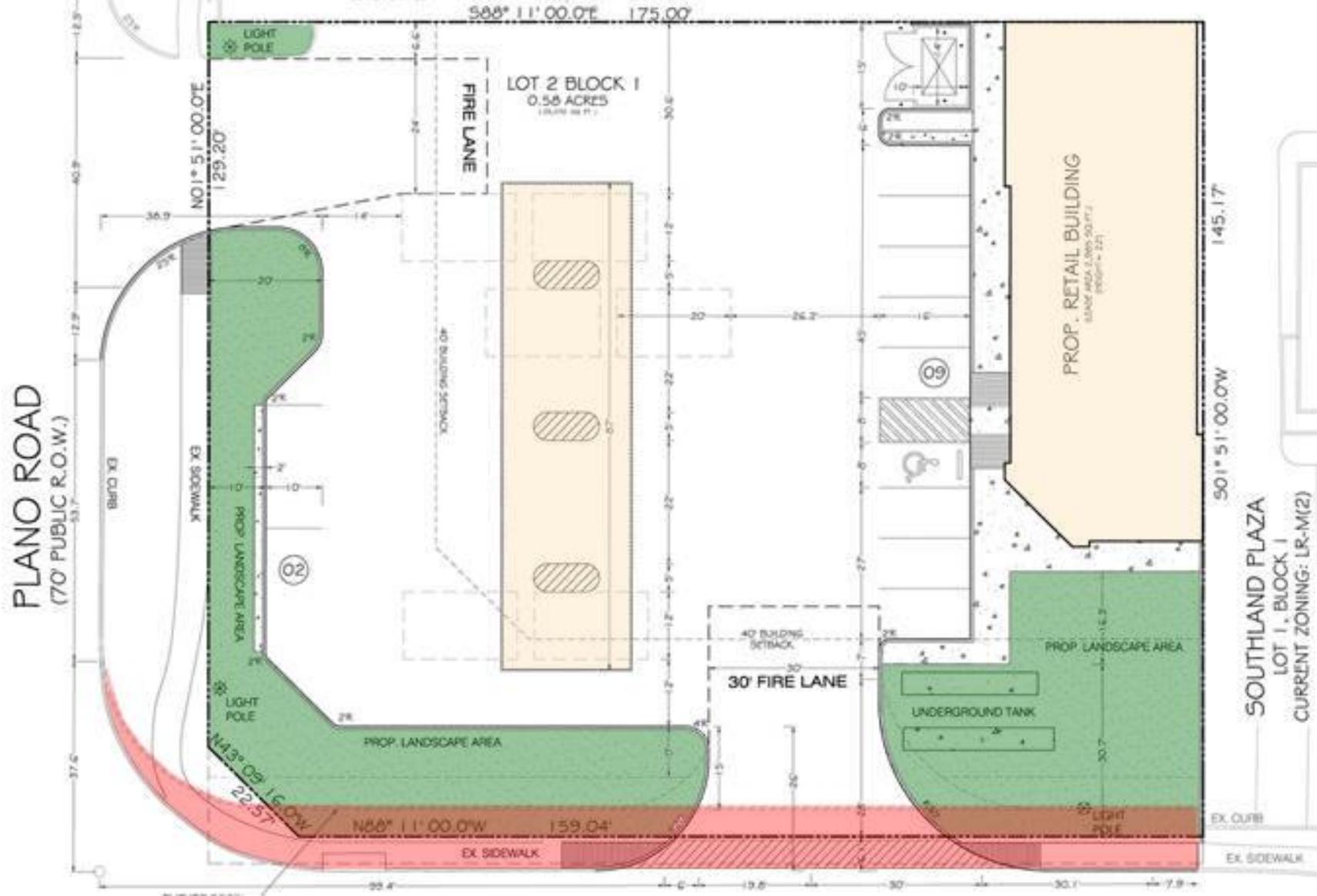
WATERBURY
MOTOR OILS

Looking Northwest

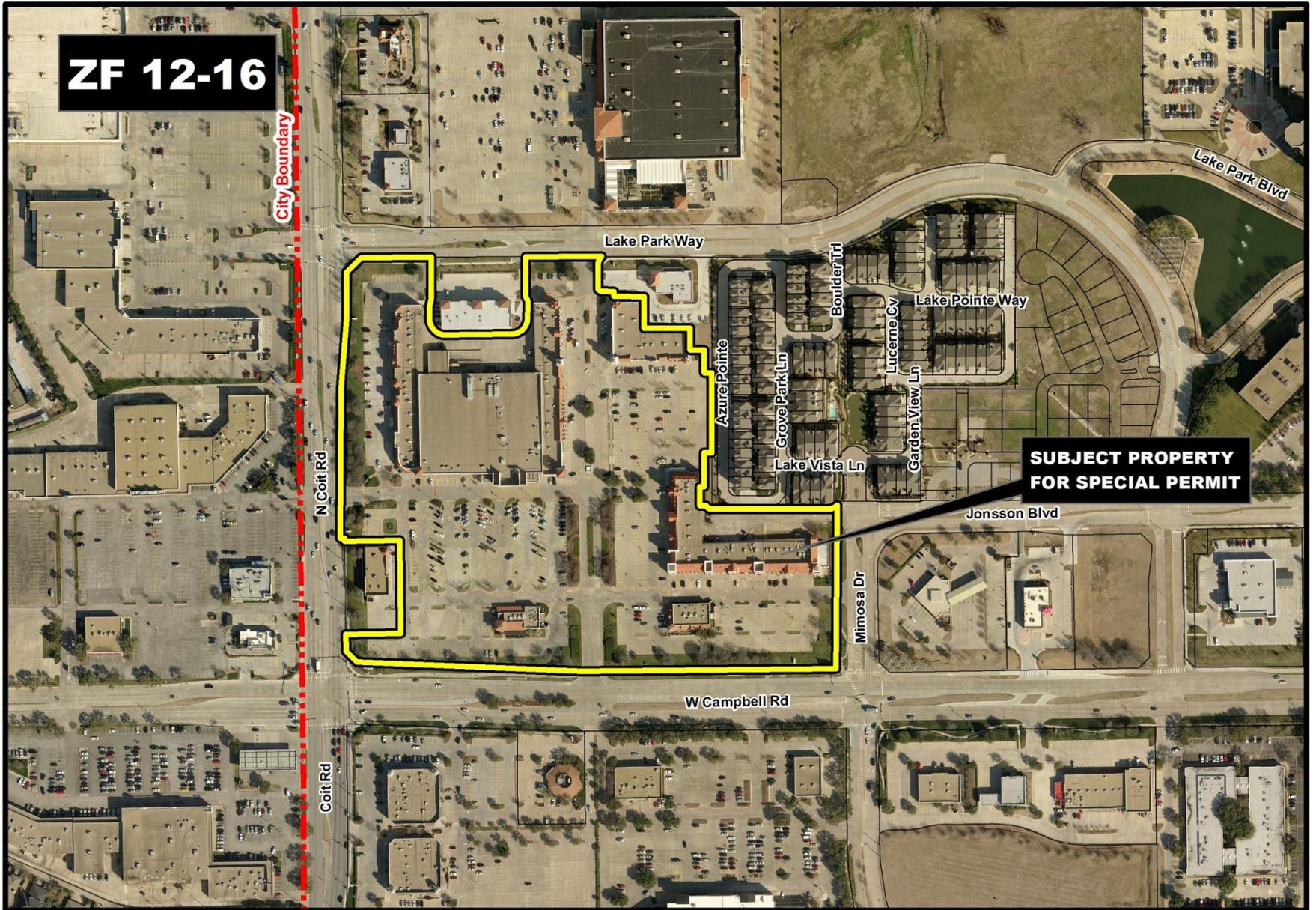


**Looking North along
East Property Line**

UNIVERSITY VILLAGE NO. 2 SUBDIVISION
 LOT 2B, BLOCK 2
 CURRENT ZONING: CM



Zoning Exhibit



ZF 12-16 Aerial Map

Updated By: shacklett. Update Date: August 21, 2012
File: DSMapping\Cases\Z\2012\ZF1216\ZF1216 ortho.mxd

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Lake Park Way

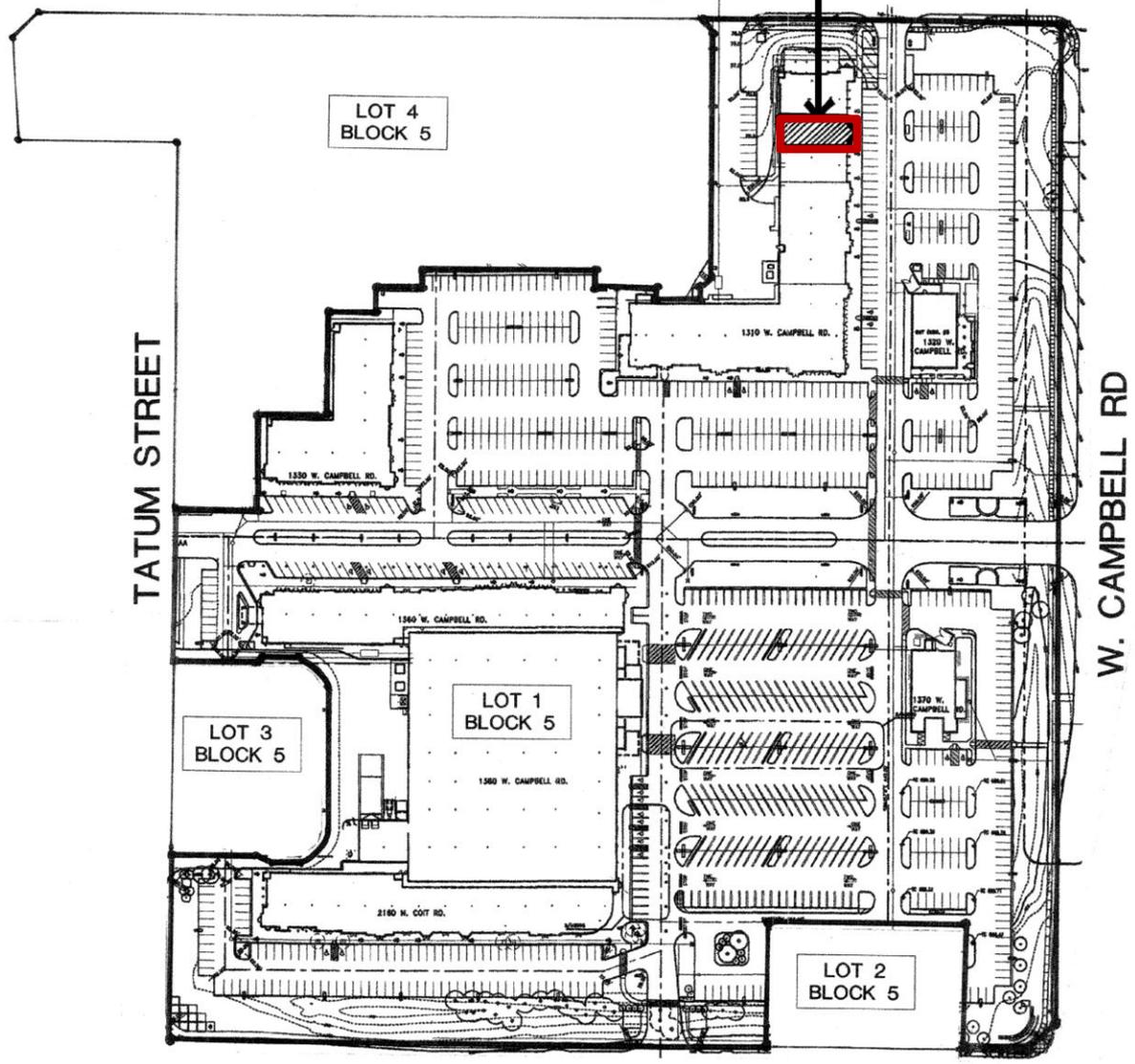
Mimosa Dr

Lease Space

Campbell Rd

Coit Rd

MIMOSA DRIVE **SITE**



N. COIT ROAD

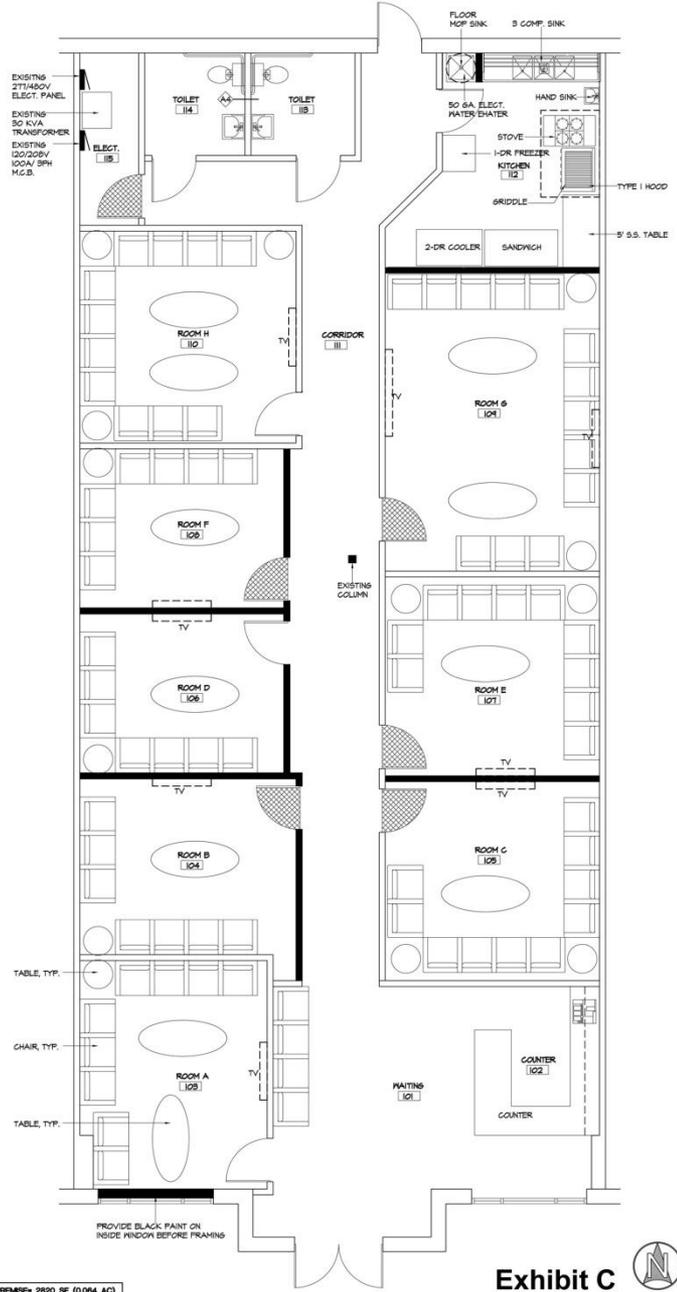
Exhibit B - Part of Ordinance



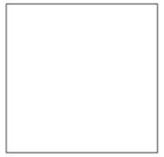
LAN

1"=100'

Zoning Exhibit



2896 VILLA CREEK DR. SUITE 110
 DALLAS, TEXAS 75234
 TEL) 469-862-7038
 FAX) 972-347-4477



#	DATE	REVISION
---	08.20.12	SPECIAL PERMIT
---	01.04.12	REVISION #1
△	--	--

ZONING EXHIBIT
 LOT 1, BLK 5
 UNIVERSITY WORLD
 RICHARDSON
 TEXAS

FLOOR PLAN

LEASE PREMISES 2820 SF (0.064 AC)

Exhibit C 

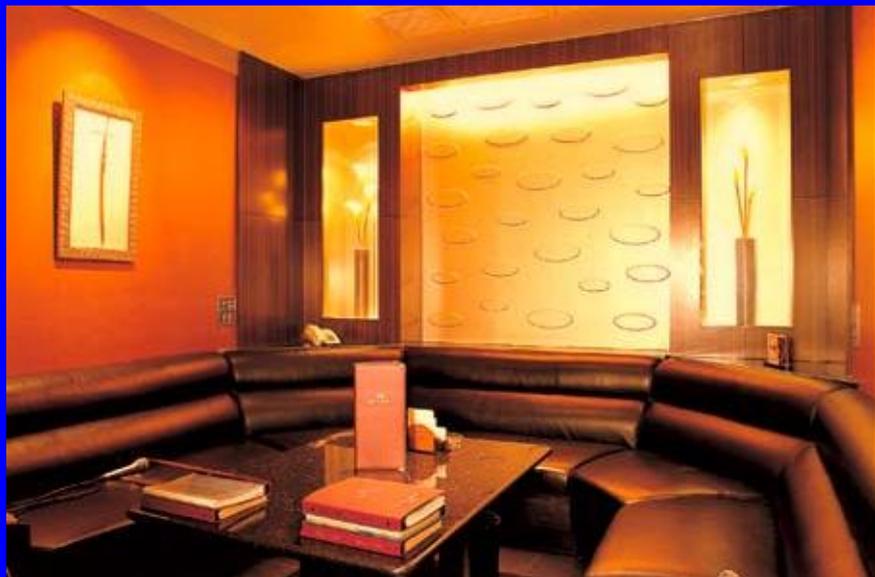
Floor Plan

Subject Lease Space



Looking West along
Subject Building

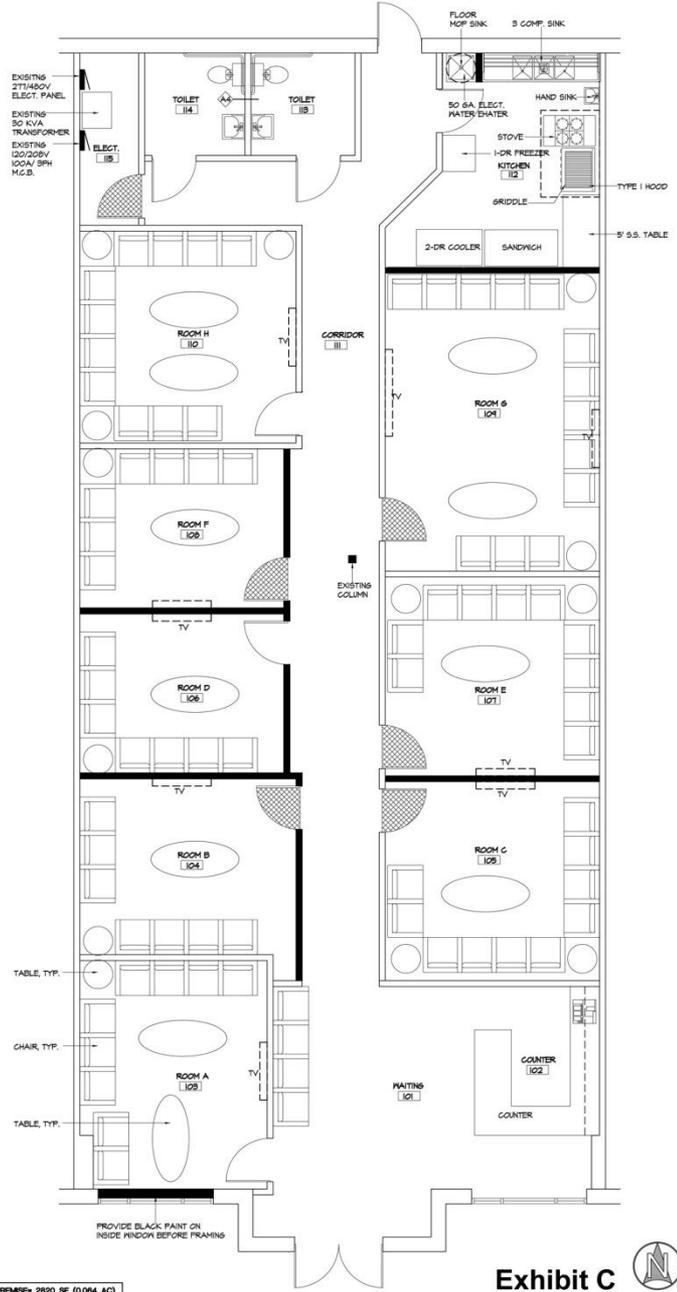




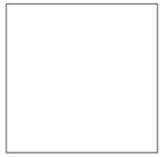
Interior Photo Examples



Interior Photo Examples



2896 VILLA CREEK DR. SUITE 110
 DALLAS, TEXAS 75234
 TEL: 469-962-7038
 FAX: 972-347-4477



#	DATE	REVISION
---	08.20.12	SPECIAL PERMIT
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△	--	--

ZONING EXHIBIT
 LOT 1, BLK 5
 UNIVERSITY WORLD
 RICHARDSON
 TEXAS

FLOOR PLAN

LEASE PREMISES- 2820 SF (0.064 AC)

Exhibit C



Floor Plan

**City of Richardson Sign Control Board
October 3, 2012 Meeting**

SCB Case #12-12
3030 Waterview Parkway

Applicable Ordinance

Chapter 18, Article III, Section 18-96

(2.) Attached Signs

(c.) Number

(ii.) Office, technical office, and industrial zoning districts

(2.) *Buildings with frontage on more than one street:*

One sign per street frontage with a maximum of two signs on any given elevation.

Requested Variance

- ❖ Allow a second attached sign on the building elevation facing Stewart Drive
 - ❖ Three attached signs in total – Permitted two

Reason for request

- ❖ Uniqueness of the building footprint and mature vegetation limits visibility of existing signage on the building
- ❖ The additional sign will increase visibility of traffic traveling northbound on Waterview Parkway

SCB 12-12



Proposed Sign

Existing Sign A

Building 4

Building 3

Existing Sign B

Building 2

Stewart Dr

Building 1

Zoning 250 feet from proposed sign:
Technical Office

Synergy Park Blvd



**Proposed Sign
Facing South**

**Existing Sign A
Facing West**

**Existing Sign B
Facing Southeast**

Stewart Dr



Northbound View – Waterview Pkwy

Existing Sign A

Proposed Sign



Southbound View- Waterview Pkwy

Existing Sign A

UT SOUTHWESTERN Clinical Center



Eastbound View – Synergy Park Blvd

Proposed Sign



Existing Sign B



Westbound View – Stewart Dr

Proposed Sign



Proposed Sign



UT SOUTHWESTERN Clinical Center

Total Square Feet Allowed on Stewart Drive elevation: 430

Existing Sign B: 67 square feet

Proposed Sign: 67 square feet

Sign Control Board Action

- ❖ SCB 12-11 was unanimously approved by the Sign Control Board.

SCB Case # 12-12
3030 Waterview Parkway



Richardson Bike Transportation Program “Connecting the Suburbs Without Highways”

City Council Worksession 10/08/2012

Presented by:

Dave Carter, PE, PTOE, City of Richardson

Dave.Carter@cor.gov, (972) 744-4325

City Council Near Term Action Item

- #29 - Evaluate the expansion of the City's bike lane system and enhancing pavement markings and signage





Presentation Outline

- Introduction to National (USDOT) and TxDOT Policies on Bicycle and Pedestrian Accommodation
- NCTCOG Regional Bicycle and Pedestrian Program
- City of Richardson Bicycle Transportation Program
- Richardson's Bike Plan
 - Routes, Lanes, Trails
- Bike Lane Standards
- Future Plans

USDOT Policy Statement

- Incorporate safe and convenient walking and bicycling facilities into transportation projects.
- Every transportation agency has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems.
- Transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.



Rationale

- **Walking and bicycling:**
 - **foster safer, more livable, family-friendly communities;**
 - **promote physical activity and health; and**
 - **reduce vehicle emissions and fuel use**
- **Bike/Ped accommodation, including links to transit, is required by existing laws and regulations**





Texas Department of Transportation

Providing safe, effective, and efficient movement of people and goods.

TxDOT Policy

- TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians
- NEPA documents should describe proposed bicycle and pedestrian facilities and linkages to transit stops and corridors



MEMORANDUM

TO: District Engineers DATE: March 23, 2011
FROM: John A. Barton, P.E. *John A. Barton, P.E.*
SUBJECT: Guidelines Emphasizing Bicycle and Pedestrian Accommodations

A recent federal policy statement on Bicycle and Pedestrian Accommodations Regulations and Recommendations by USDOT signed on March 11, 2010, emphasizes an increased commitment to, and investment in, bicycle facilities and walking networks to help meet goals for cleaner, healthier air, less congested roadways, and more livable, safe, cost-efficient communities. This USDOT policy encourages the incorporation of safe and convenient walking and bicycling facilities into transportation projects.

With this stronger emphasis for multimodal transportation facilities, TxDOT is committed to proactively plan, design and construct facilities to safely accommodate bicyclists and pedestrians. It is critical that bicycle and pedestrian accommodations be considered and discussed as the need and purpose of a project is defined during the National Environmental Policy Act (NEPA) process, taking into consideration existing and anticipated bicycle and pedestrian facility systems and needs. In the NEPA document, the managing office should include a discussion in the project description of proposed bicycle and pedestrian facilities and linkages to transit stops and corridors. If no bicycle or pedestrian facilities are planned, the managing office shall state why no such facilities are planned. Plans, specifications, and estimates (PSEs) shall also ensure that proposed designs include these accommodations, if applicable, and are constructed according to Texas Accessibility Standards and Americans with Disabilities Act Accessibility Guidelines (TAS/ADAAG), AASHTO Guide for the Development of Bicycle Facilities (AASHTO Bike Guide) and TxDOT's Roadway Design Manual (RDM).

The inclusion of bicycle and pedestrian facilities shall be considered when the project is scoped. Public input, when applicable, as well as local city and metropolitan planning organization bicycle and pedestrian plans shall be considered.

For all urbanized settings, regardless of the type of improvement, the following guidance is provided:



FHWA Pedestrian Focus states



States with over 150 Pedestrian Deaths or fatality rate above 2.5 per 100K population

	13 States		5 Cities
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NCTCOG Bicycle and Pedestrian Program

- NCTCOG established the Bicycle and Pedestrian program in 1992 to address the various activities related to implementing bicycle and pedestrian facilities as an alternative mode of regional transportation.



NCTCOG Bicycle and Pedestrian Program

- Planning
- Mapping and Data Collection
- Access to Rail
- Outreach
- Bicycle and Pedestrian Advisory Committee
- Design Guidance
- Funding



NCTCOG Bicycle and Pedestrian Advisory Committee

- Assembled to provide technical expertise, public outreach support, review of regional bicycle and pedestrian planning, and assistance in the selection of bicycle and pedestrian projects funded by the Regional Transportation Council and the Executive Board of the NCTCOG on an as-needed basis.
- Member designation through the Surface Transportation Technical Committee (STTC).
- Consists of 51 members including local cities, counties, and transportation providers.
- Quarterly meetings open to community members and interested parties.



The Regional Veloweb

- The Regional Veloweb map was recently updated in 2010.
- Recommended routes and trails included in the Regional Veloweb are considered high priority projects and are often used as part of the evaluation process when funding becomes available for various Regional Transportation Council (RTC) programs.



MTP 2030 – Regional Veloweb Map



The Metropolitan
Transportation Plan

Bicycle-Pedestrian Transportation Districts

Legend

Recommended Veloweb Routes

- Completed: 112 miles
- Funded: 34 miles
- Needed: 289 miles

Candidate Veloweb Routes

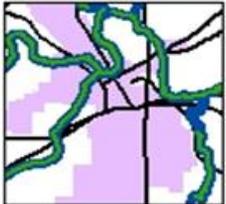
- Completed: 7 miles
- Needed: 202 miles

Bicycle-Pedestrian Transportation Districts

Within all rail corridors, all existing and planned stations are bicycle and pedestrian districts.

- Freeways
- County Boundaries
- Metropolitan Planning Area Boundary

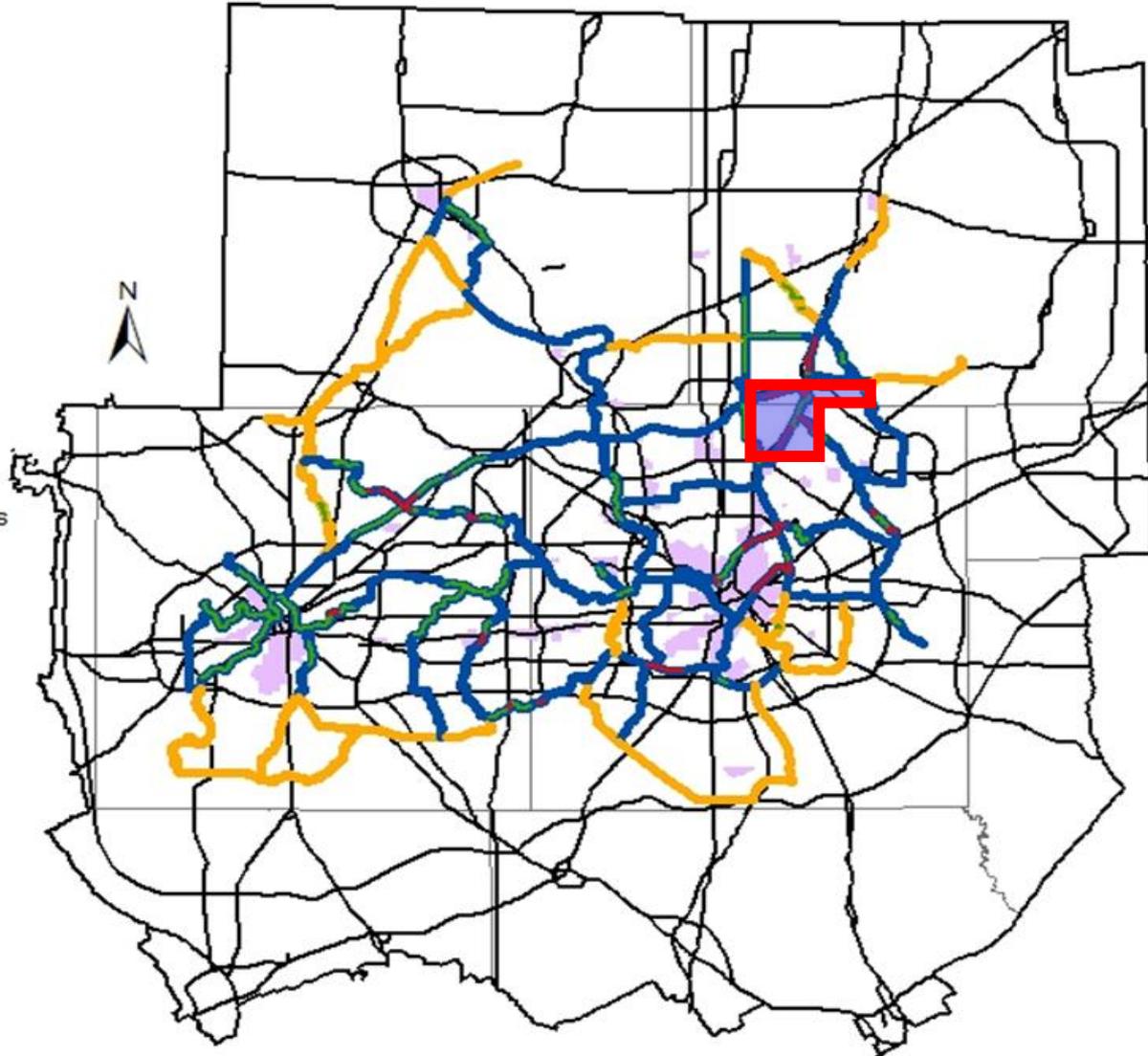
Fort Worth CBD



Dallas CBD



New facility locations indicate transportation needs and do not represent specific alignments



The Regional Veloweb Update

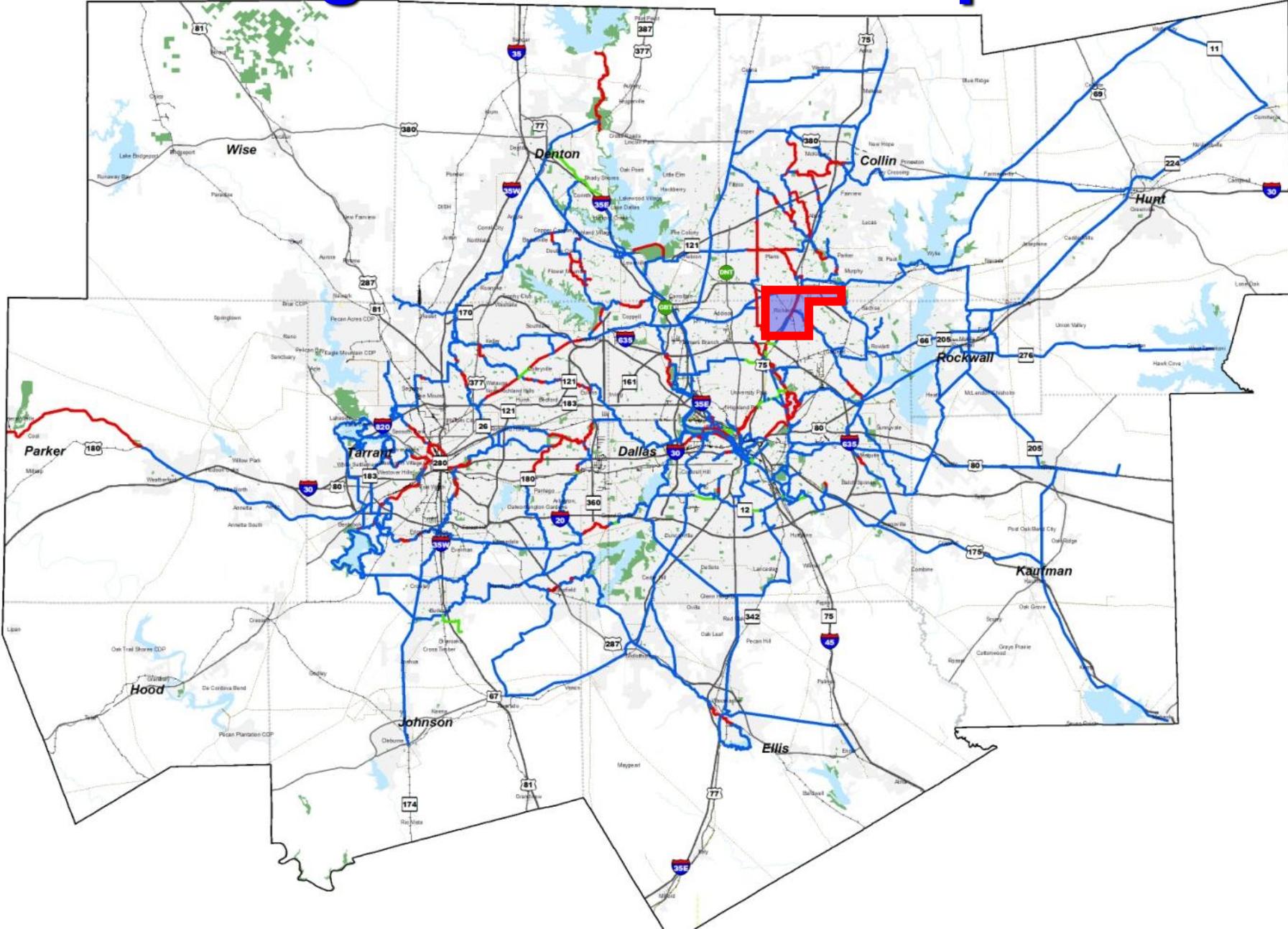
Results



	1997 Regional Veloweb	2010 Regional Veloweb Update
Length	644	1,644
Cities	50	116
Counties	4	10



The Regional Veloweb Update



City of Richardson Bicycle Transportation Program

- Initiated as part of City's Traffic Calming efforts
- City has a strong Arterial and Collector grid network of streets for motorists
- There was a need and desire amongst residents to have a safe network of streets for bicycling
- Connections to Parks, Trails, Schools, Employment, DART stations, etc.

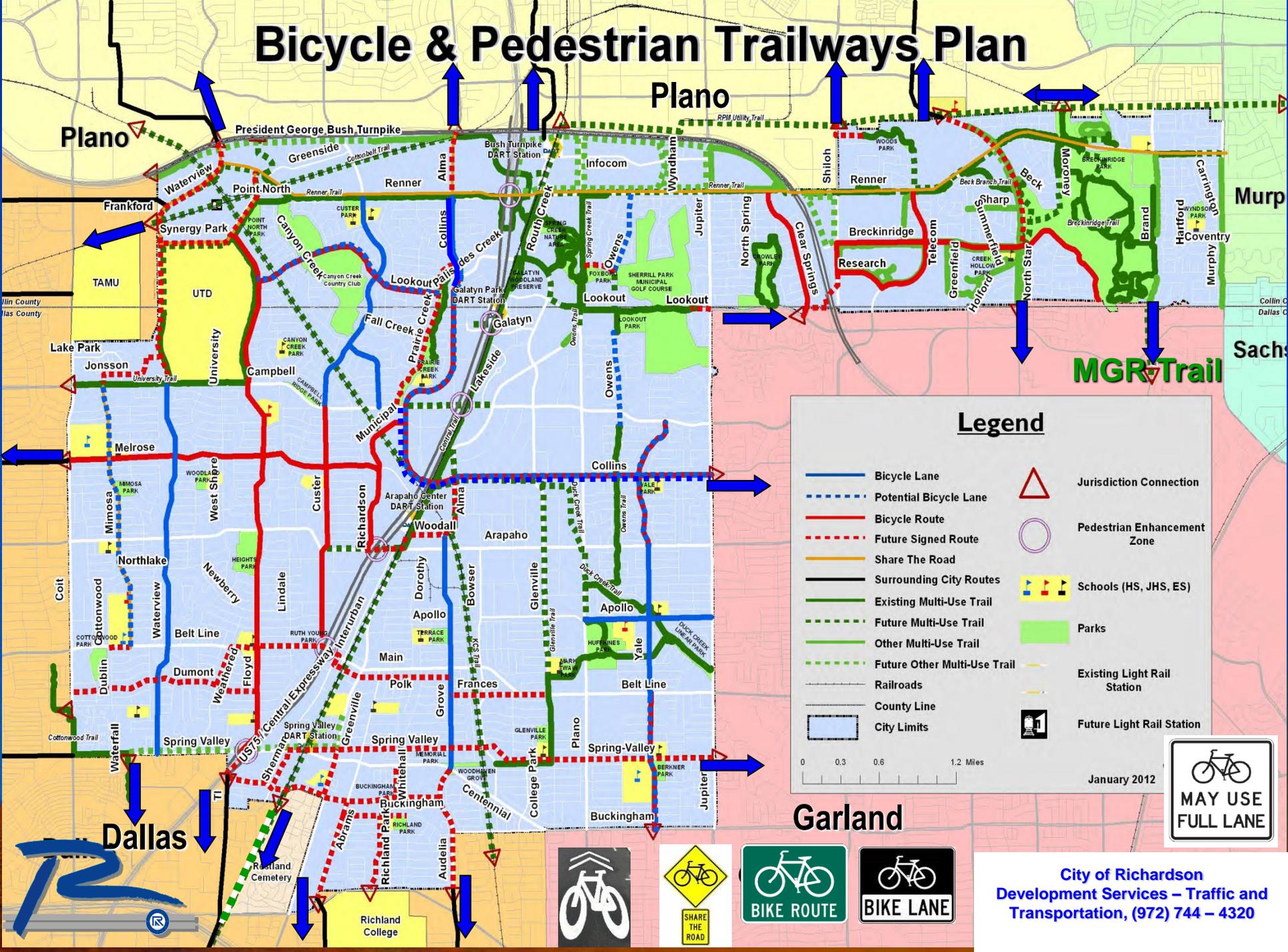
Bike Lane and Route Planning

- Trail-Way Master Plan needed to be updated to reflect the current demand for safe bicycle routes as a transportation alternative as well as a recreational outlet.
 - This process was initiated in 2008 as part of the City Comprehensive Plan Update
- Bike Route Master Planning continued as part of the Parks Department Open Space Planning process to gather even more public input at community and stakeholder meetings in 2009 and 2010.

Bicycle Program Planning

- Parks, Traffic and Planning staff has held several meetings with Jim and Rhonda Hoyt of Richardson Bike Mart (RBM) along with several avid leaders in the biking community
- RBM staff posted maps and requested input on preferred routes from bicycle community
- COR staff met with Plano, Garland and Dallas Bike Planners concerning their routes and connectivity
- NCTCOG Bike and Pedestrian Technical Advisory Committee meetings

Bicycle & Pedestrian Trailways Plan



Legend

- Bicycle Lane
- Potential Bicycle Lane
- Bicycle Route
- Future Signed Route
- Share The Road
- Surrounding City Routes
- Existing Multi-Use Trail
- Future Multi-Use Trail
- Other Multi-Use Trail
- Future Other Multi-Use Trail
- Railroads
- County Line
- City Limits
- Jurisdiction Connection
- Pedestrian Enhancement Zone
- Schools (HS, JHS, ES)
- Parks
- Existing Light Rail Station
- Future Light Rail Station

0 0.3 0.6 1.2 Miles

January 2012



Garland

Dallas



City of Richardson
 Development Services – Traffic and
 Transportation, (972) 744 – 4320

Criteria for a Bicycle Route

- Route desirability for biking community as expressed by Richardson Bike Mart staff, bike groups, and public input
- Connectivity to Schools, Parks, Trails, Public Bldgs, Employment Areas and Transit Centers
- Long continuous routes are preferable over circuitous routes on multiple streets
- Safe roadway corridor on a collector or neighborhood street
- Arterial routes are limited to only areas where no safer alternatives exist to cross barriers (i.e. Highways and Creeks)



Criteria for a Bicycle Lane

Criteria for the dedicated lanes includes all the Route Criteria Plus:

- Major, Minor or Neighborhood Collector roadway with excess roadway capacity or width for a dedicated lane,
- Corridor with strong potential for bicycle demand and support,
- Corridor is safer for bicyclists with a lane than without a lane,
- Minimal number of intersections and driveways with conflicting traffic,
- Limited or no on-street parking is preferable,
- Neighborhood and Community Support

Arterial Entry Points to City

- Share the Road and Bikes May Use Full Lane signs are posted on every arterial street within 500 feet of our City Limits and all along Renner
- Richardson is a bicycle friendly community and these signs are intended to inform motorists entering the City to be aware that Bikers have the right to use the roads.
- In 2011 was named "Best Bicycle Neighborhood" in Dallas by Bike Friendly Oak Cliff

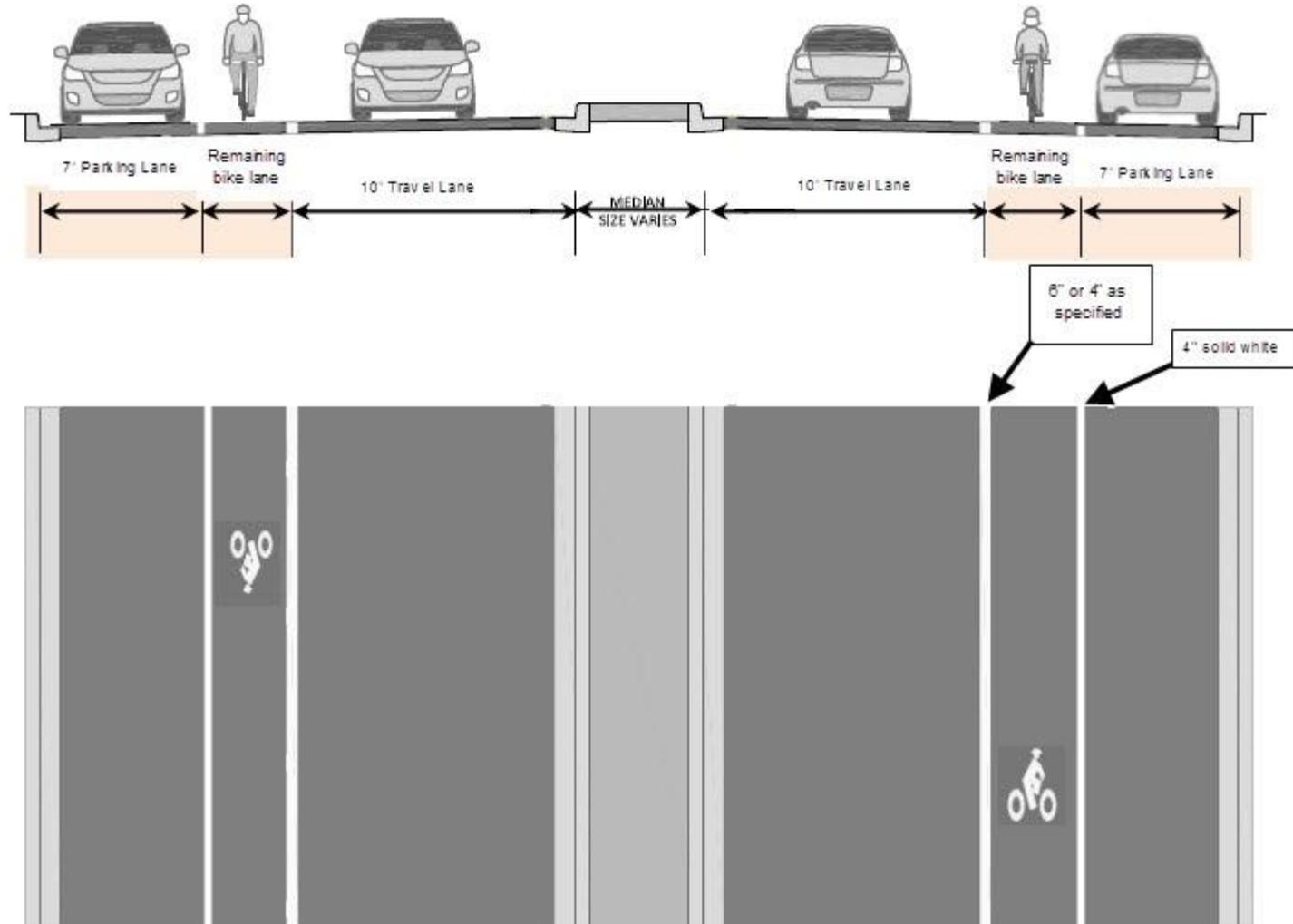


Bike Lane Standards

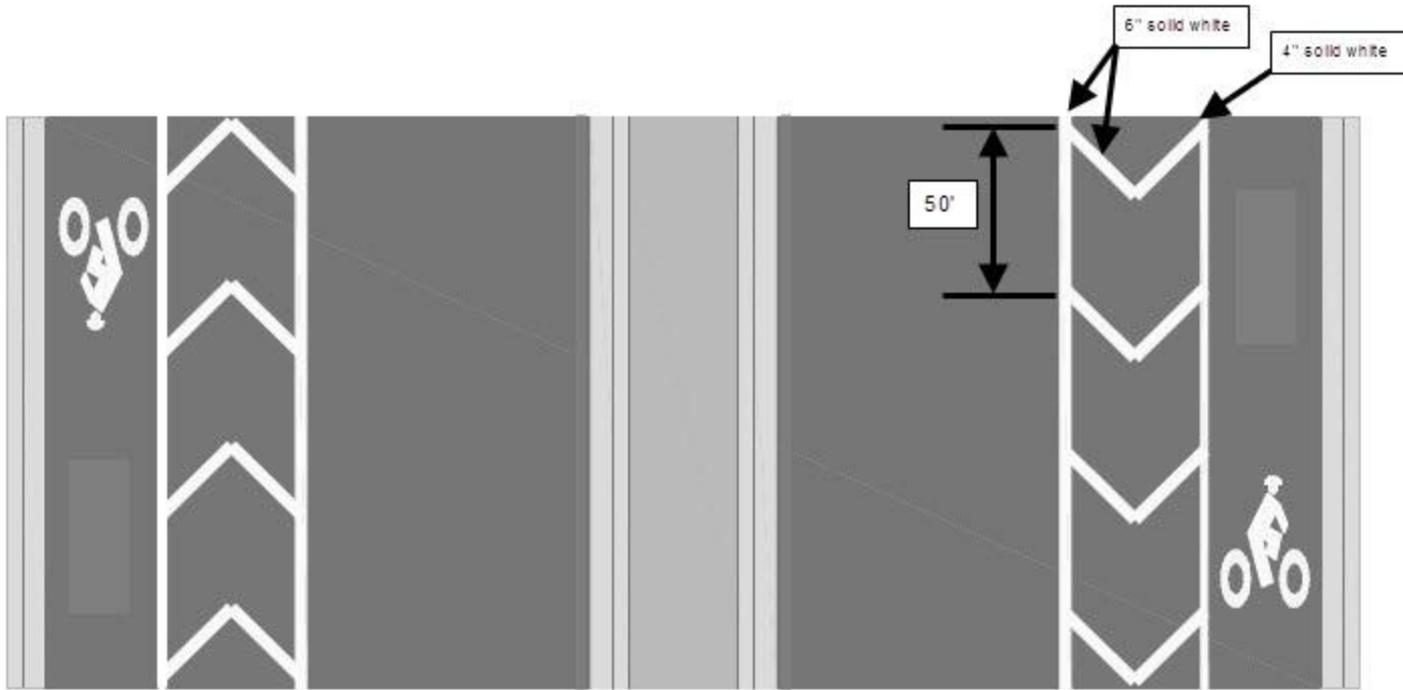
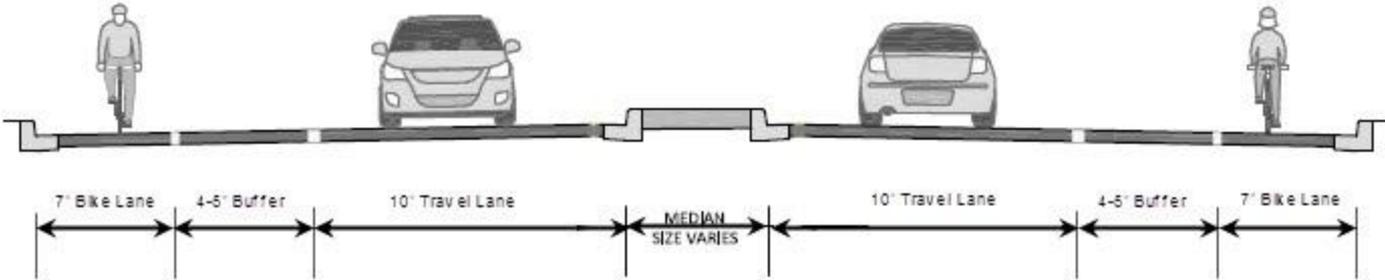


- The City of Richardson developed two new standard cross-sections in 2012 for bike lane design within the city limits.
 - Bike Lane WITH On-Street Parking
Roadway segments with houses fronting the street (meaning the front door faces the street) will still have on-street parking.
 - Bike Lane with NO Parking
Roadway segments that have either the side yard of a house or no house fronting the street will have a standard design of a 10 ft travel lane next to the median and a 7 ft bike lane next to the curb, separated by a buffer. The buffer consists of two solid white lines with chevron markings between them. Parking is not allowed in these sections.

Bike Lane with Parking (in front of homes)



Buffered Bike Lane without Parking



Bike Lane Implementation to Date

10 of the planned 20 miles of bike lanes are already installed

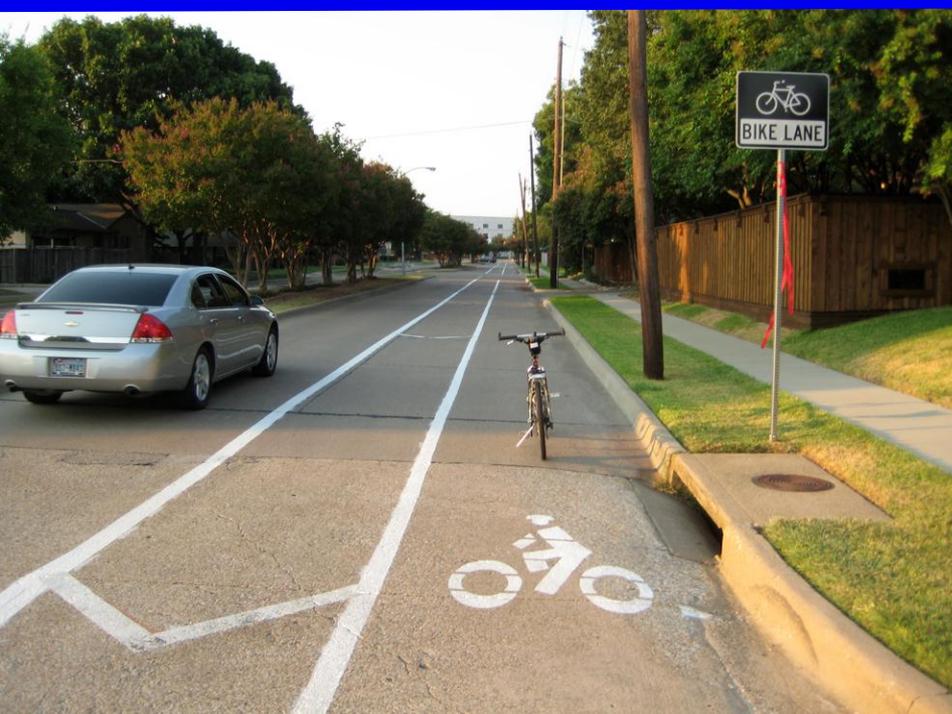
- Custer Parkway (2009)
- Grove Road (2009)
- Waterview Drive (2010)
- Collins Blvd (Renner to Palisades) 2010
- Yale Blvd (Belt Line to Arapaho) 2011
- Apollo Road (Plano Rd to Jupiter) 2011
- Canyon Creek Blvd (2012)



Grove Road



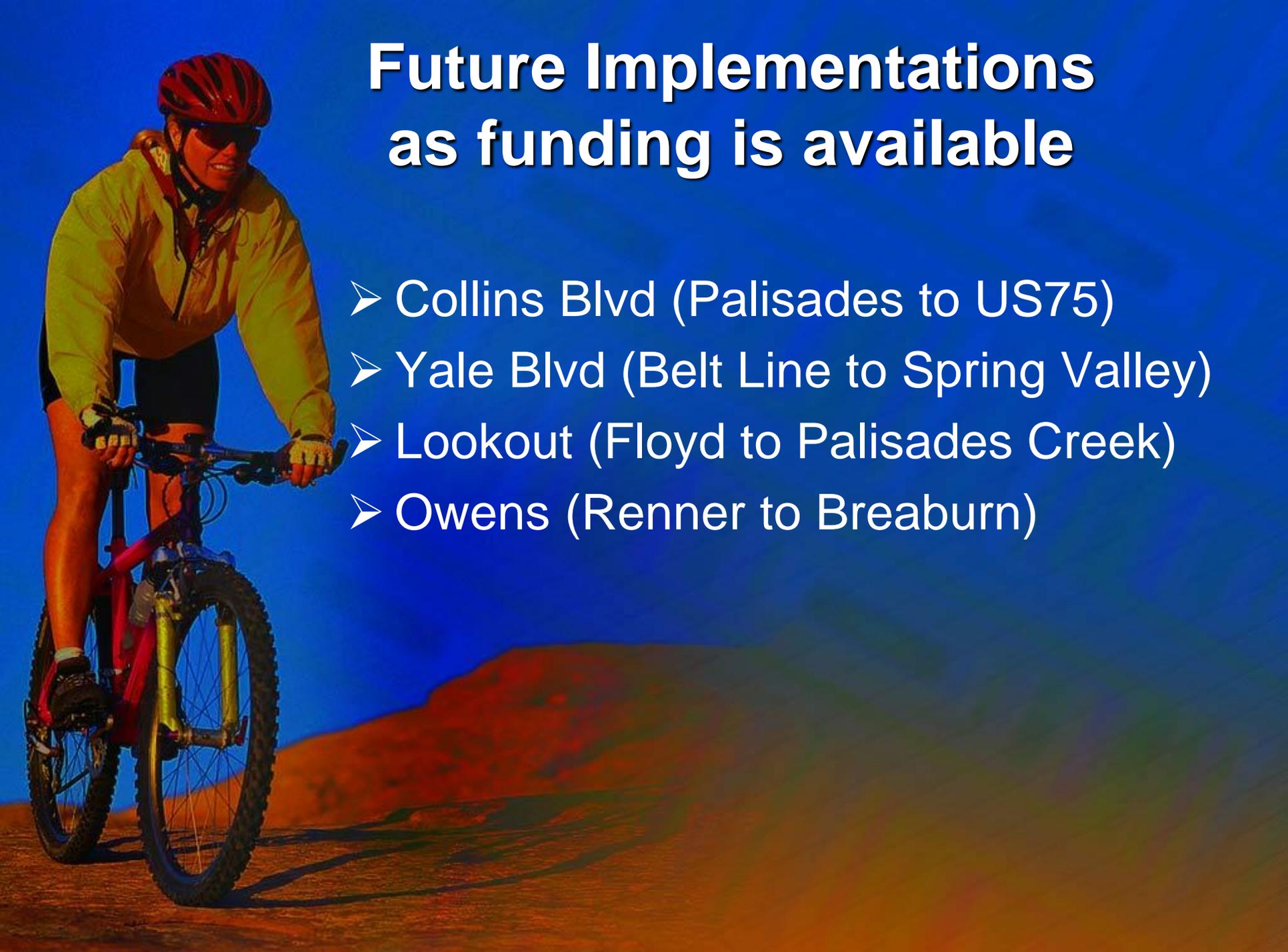
➤ New design standards will be implemented as part of routine maintenance and roadway rehabilitation projects





Funded Implementations

- Safe Routes to School Grant
 - Collins Blvd (Plano Rd to Jupiter) 2013
 - Yale Blvd (Arapaho to Campbell) 2013
 - Owens Blvd (Woodoak to Campbell) 2013
- Duck Creek Trail Extension
 - Collins Blvd (Plano Rd to US75) 2014



Future Implementations as funding is available

- Collins Blvd (Palisades to US75)
- Yale Blvd (Belt Line to Spring Valley)
- Lookout (Floyd to Palisades Creek)
- Owens (Renner to Breaburn)





RICHARDSON HEIGHTS NEW PARK ON WEATHERED DRIVE

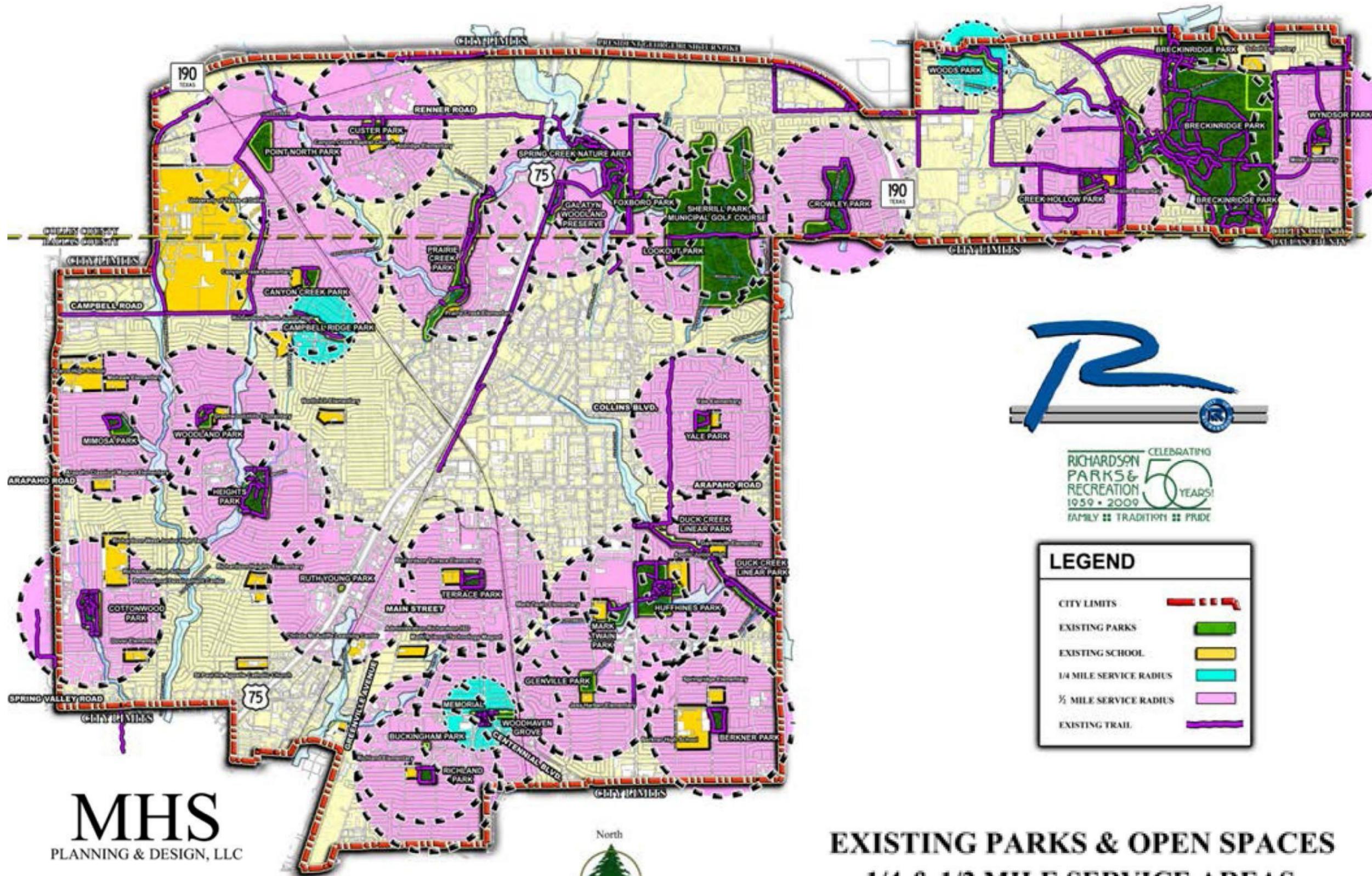
City Council Presentation

October 8, 2012



studio**Outside**

PROJECT HISTORY



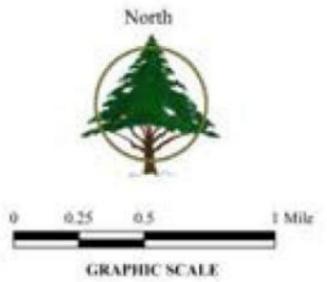
CELEBRATING
RICHARDSON
PARKS & RECREATION
 1959 • 2009
 FAMILY • TRADITION • PRIDE

LEGEND	
CITY LIMITS	
EXISTING PARKS	
EXISTING SCHOOL	
1/4 MILE SERVICE RADIUS	
1/2 MILE SERVICE RADIUS	
EXISTING TRAIL	

MHS
 PLANNING & DESIGN, LLC

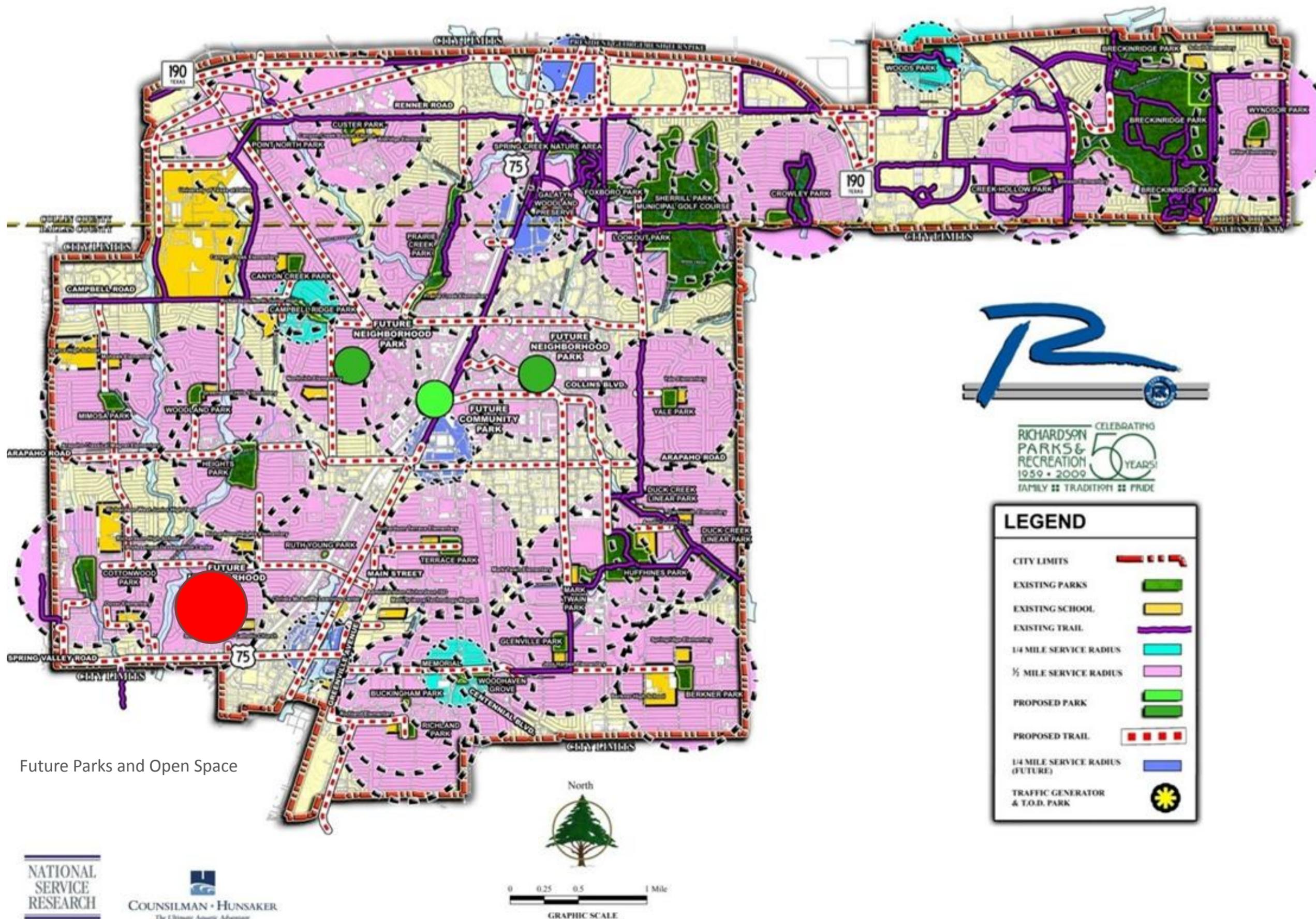
NATIONAL SERVICE RESEARCH
 MARKET RESEARCH

COUNSILMAN • HUNSAKER
 The Ultimate Aquatic Advantage



EXISTING PARKS & OPEN SPACES
1/4 & 1/2 MILE SERVICE AREAS
CITY OF RICHARDSON
COLLIN & DALLAS COUNTIES, TEXAS

PROJECT HISTORY



CELEBRATING
RICHARDSON
PARKS & RECREATION
 1959 • 2009
 FAMILY • TRADITION • PRIDE

LEGEND	
CITY LIMITS	
EXISTING PARKS	
EXISTING SCHOOL	
EXISTING TRAIL	
1/4 MILE SERVICE RADIUS	
1/2 MILE SERVICE RADIUS	
PROPOSED PARK	
PROPOSED TRAIL	
1/4 MILE SERVICE RADIUS (FUTURE)	
TRAFFIC GENERATOR & T.O.D. PARK	

Future Parks and Open Space

PROJECT HISTORY

2010

- City Parks System Master Plan Completed
- Bond Allocates Funds for Neighborhood Park
- Public Meeting
 - End of Block Concept Explored & Confirmed
 - Interior of Neighborhood Explored & Confirmed
 - Park Program Explored & Confirmed

2011

- Public Meeting Follow-up
 - Concept Refinement for End of Block
 - Begin Search for Appropriate Land Acquisition
- Land Acquisition Completed

Spring 2012

- Site Survey & Re-Plat
- Design Update & Budget Confirmation
- Community Input – Public Meeting
- Park and Recreation Commission Presentation
- City Council update and project input

Summer 2012

- Design Development plans confirmed and finalized
- Construction Documents preparation

Fall 2012

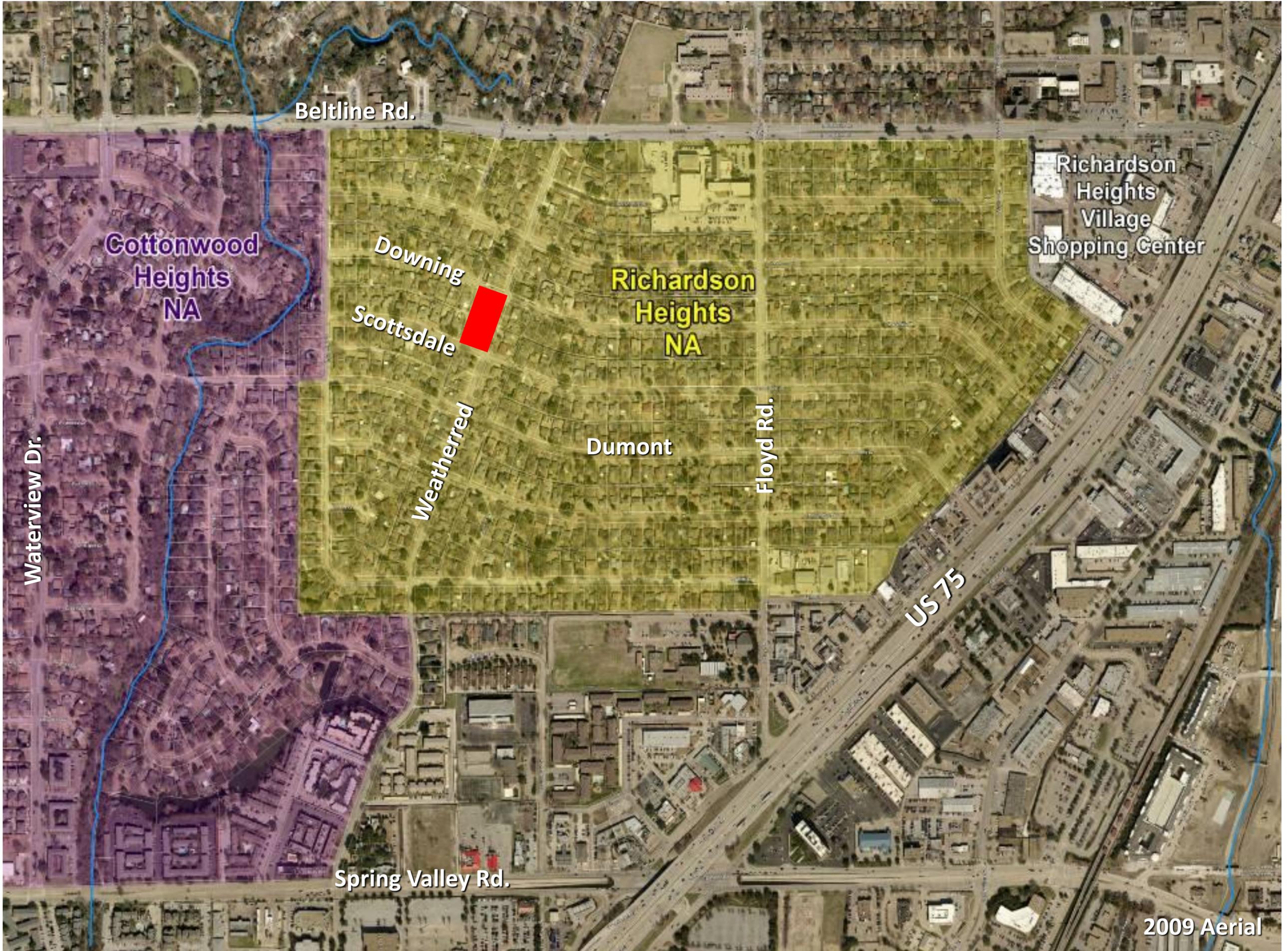
- Seek authorization to advertise for bid



PROGRAM

Open Space Play	13	Picnic Tables	3
Playground	12	Dog Run	3
Walking Trails	11	Turf	2
Trees	11	Amphitheater/Class	2
Gardens	11	Passive Area	2
Water Feature	10	Bathroom	2
Community Gardens	9	Art	1
Seating	7	Sand Volleyball	1
Pavilion	5	Parking	0
Drinking Fountain/Dog	5	Signs	0
Outdoor Exercise Equipment	5	Security Light	0
Mutt-Mitts	4	Baseball	0
Bike Rack	4	Education Art	0
Decorative Security/Barrier Fence	3		

CONTEXT



Cottonwood
Heights
NA

Richardson
Heights
NA

Richardson
Heights
Village
Shopping Center

Waterview Dr.

Beltline Rd.

Downing
Scottsdale

Dumont

Floyd Rd.

US 75

Spring Valley Rd.

2009 Aerial



CONTEXT



Property closed October 28, 2011



Studio Outside – Design Concept

- Heritage Neighborhood
- Mid Century Modern Aesthetic
- Streetscape Geometric Relationships
- Integrity of Community Experience



CONTEXT



STREETSCAPE SETBACK



Downing

400

402

404

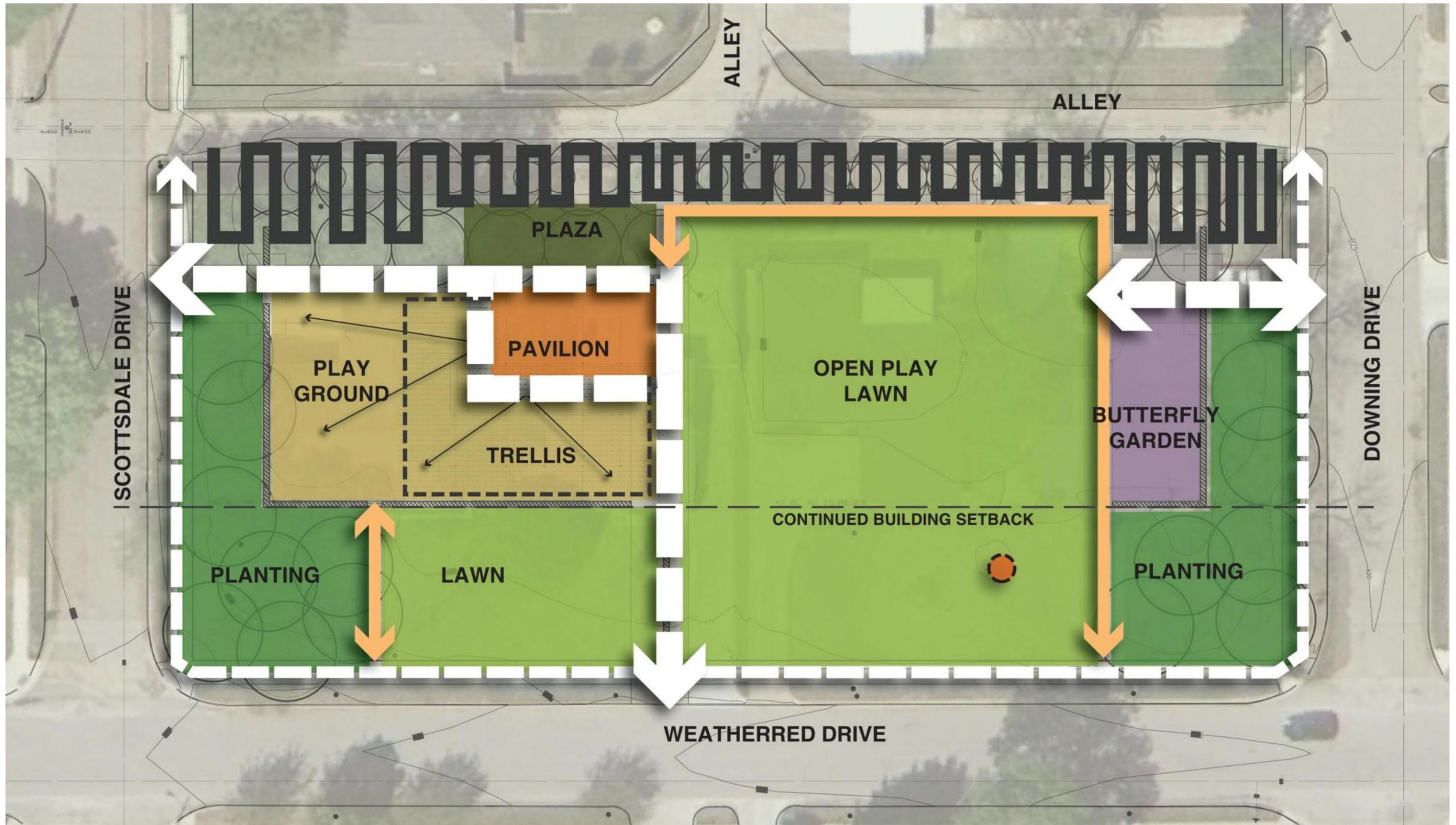
406

Weatherred

Scottsdale

Property closed October 28, 2011

CONCEPT / PROGRAM



DESIGN EVOLUTION



DESIGN CONCEPT – PRESENTED AT PUBLIC MEETING

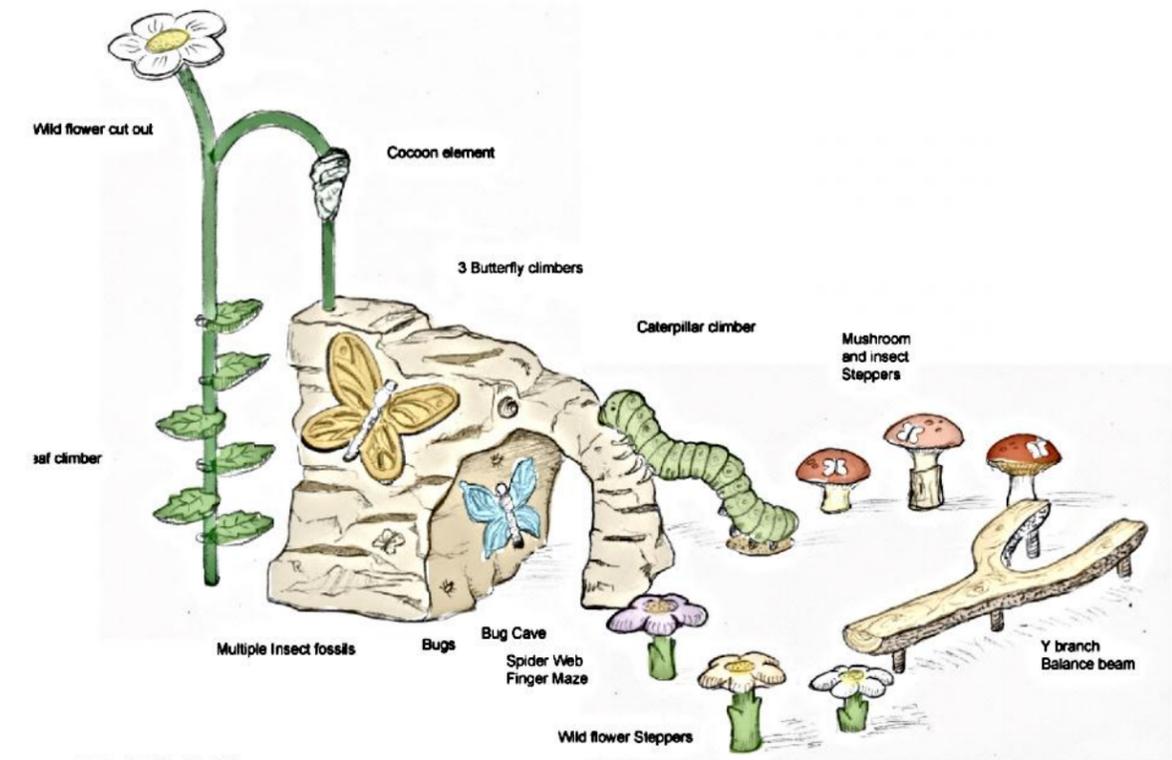


Legend

- | | | | |
|---------------------------------------|---------------------------------|---|-----------------------------------|
| A. Pavilion (24' x 48') 1,150 Sq. Ft. | F. Limestone Signage Wall | K. Limestone Bench | P. Preserved Tree Canopy |
| B. Brick - Heritage Columns (5) | G. Butterfly Garden | L. Brick Curb | Q. Wildflower Planting (Seasonal) |
| C. (2-5) Playground | H. St. Augustine Corners | M. Colored Finish Concrete | R. Bench |
| D. (5-12) Playground | I. The Grove | N. Decomposed Granite Plaza with Grills | S. New Curb Ramps |
| E. Play Lawn (100' x 115') | J. Alley Fence With Vine Screen | O. Perimeter Sidewalk - 8' | T. Artwork (Future) |

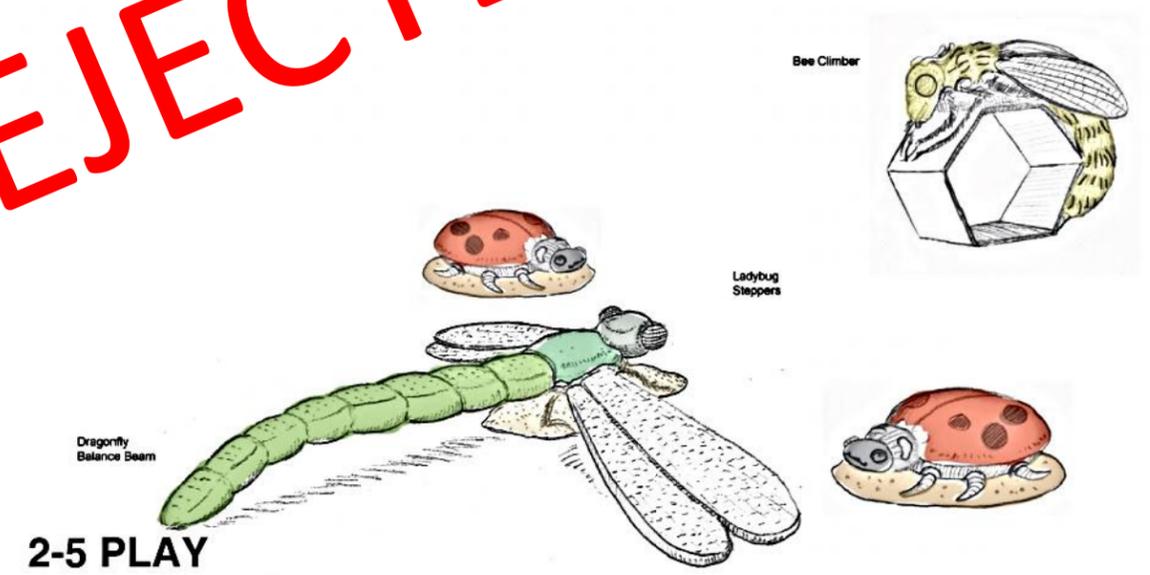
SITE PLAN

PREVIOUS PLAYGROUND CONCEPTS – “BUTTERFLY” THEMED PLAYABLE ART PIECES



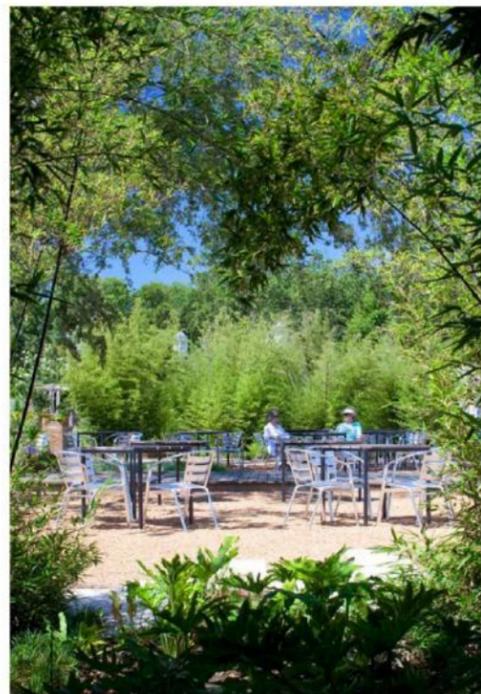
5-12 PLAY

REJECTED



2-5 PLAY

CONCEPT AESTHETIC



Desert Willow



Blue Bonnet



Texas Lantana



Mealy Blue Sage



Mexican Hat



Lindheimer Muhly



Texas Sage



Evergreen Sumac



Cowpen Daisy



Cedar Elm



Autumn Sage



Yellow Wood Sorrel

HARDSCAPE

PLANTING

PAVILION CONCEPT



CONCEPT



CONCEPT



BUTTERFLY GARDEN

Adult Nectar Sources: Attract and nourish adult butterflies

Larval Host Plants: Attract ovipositioning female butterflies, serve as a food source for developing larvae.

Shelter: Vegetation that provides protection from temperature extremes, storms/rain, and predators as well as locations for roosting/sleeping.

Water Source: “Puddling Stations” are damp sand areas for butterflies to draw moisture and dissolved salts.

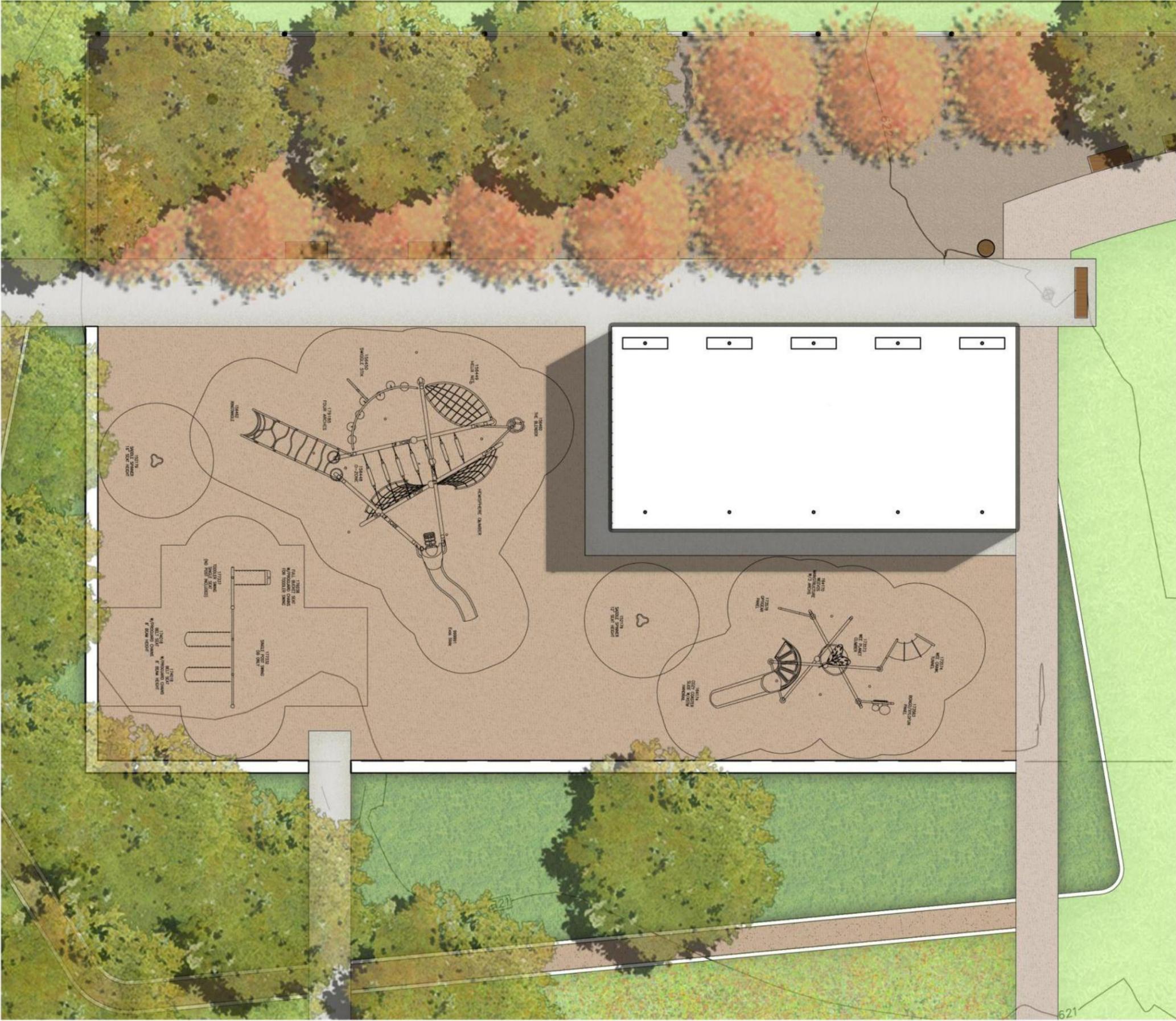
Sun/Basking Sites: 6+ hours per day with areas for butterflies to warm in the sun. Large rocks that stay warm through day are beneficial.



PUBLIC INPUT SUMMARY TRENDS

PUBLIC COMMENTS	ADJUSTMENT
Great support for the pavilion style and size	retain
Good support for the butterfly garden concept	retain
Support for shade and trees – add more shade/seating	all seating is moved under shade
Concern about traffic on Weatherred – speed bumps, etc.	City Traffic Department
Concern about play structure theme and play-value-aesthetic	new playground aesthetic options available
Concern about boxy geometry vs. organic forms	organic planting bed forms have been added
Concern about interim timeline before house demolition	Park & Recreation Dept. Maintenance
Concern about grills - Omit – people can bring their own	grills have been omitted
Request for more landscape plantings	balance with budget

PLAYGROUND CONCEPT



PLAYGROUND - EVOS/WEVOS

Weatherred Park

September 27, 2012 59674-1-5

9/28/2012



Custom products are shown as conceptual only. Custom product manufacturing time for this project will be 6 weeks from the time of LSI order acceptance.



Better playgrounds.
Better world.™

playsi.com



Proudly presented by:

Greg Hawkins



Weathered Park

September 27, 2012 59674-1-5-R

9/28/2012

Custom products are shown as conceptual only. Custom product manufacturing time for this project will be 6 weeks from the time of LSI order acceptance.



Better playgrounds.
Better world.™

playlsi.com

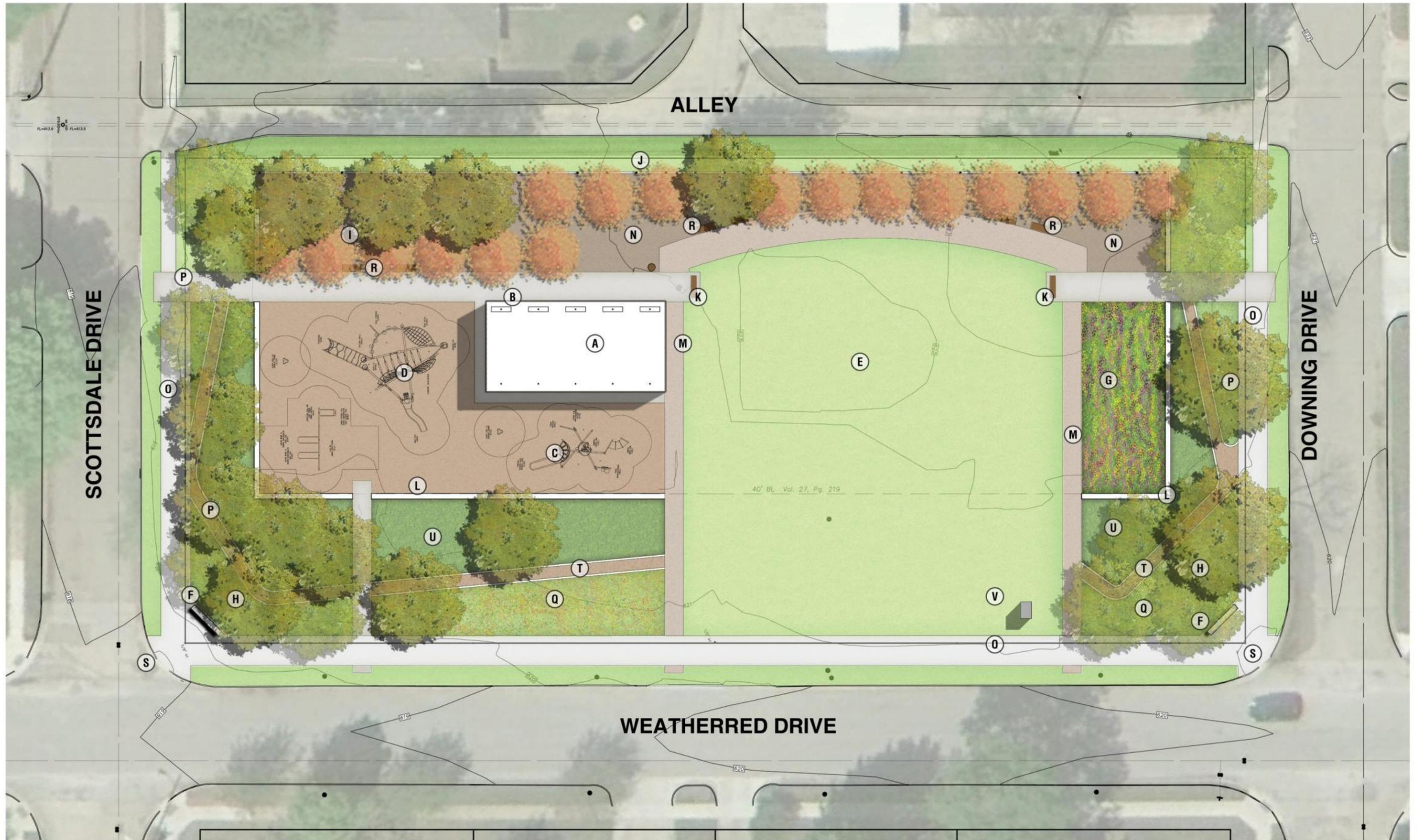


Proudly presented by:

Greg Hawkins



CURRENT PROPOSED MASTER PLAN – Revised per Public Comments & Supported by PARC

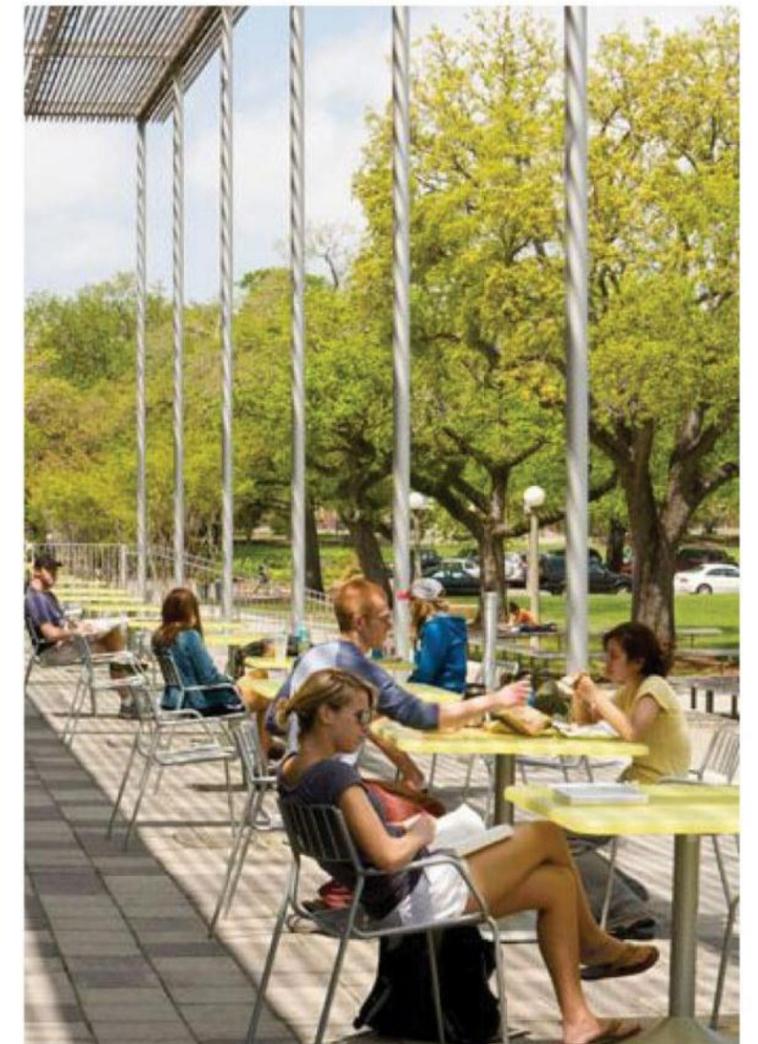
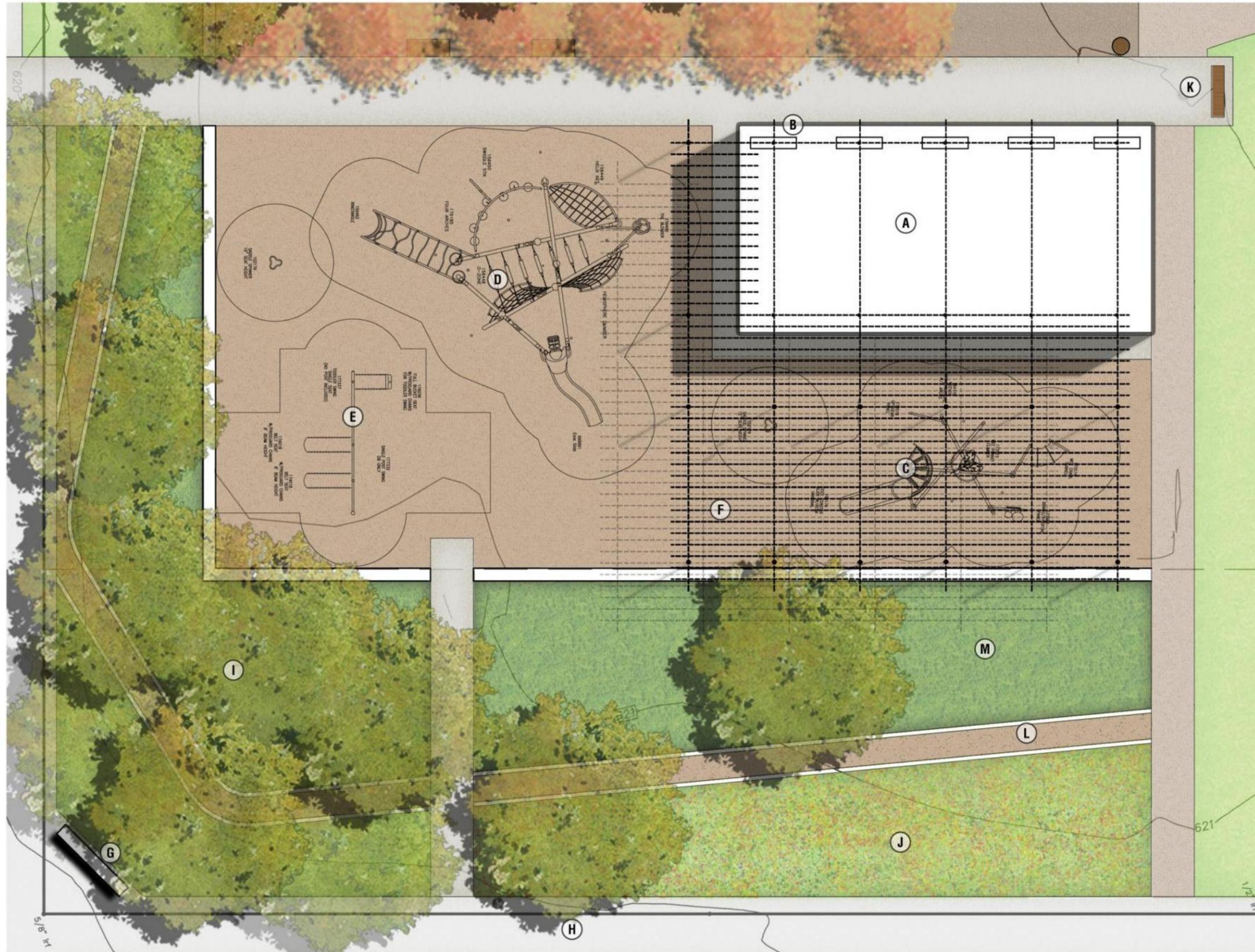


Legend

- | | | | | |
|---------------------------------------|---------------------------------|----------------------------|-----------------------------------|------------------------------|
| A. Pavilion (24' x 48') 1,150 Sq. Ft. | F. Limestone Signage Wall | K. Limestone Bench | P. Preserved Tree Canopy | U. Native Ornamental Grasses |
| B. Brick - Heritage Columns (5) | G. Butterfly Garden | L. Brick Curb | Q. Wildflower Planting (Seasonal) | V. Artwork (Future) |
| C. (2-5) Playground | H. St. Augustine Corners | M. Colored Finish Concrete | R. Bench | |
| D. (5-12) Playground | I. The Grove | N. Mulch Area | S. New Curb Ramps | |
| E. Play Lawn (100' x 115') | J. Alley Fence With Vine Screen | O. Perimeter Sidewalk - 8' | T. Decomposed Granite Trail | |

SITE PLAN

FUTURE PHASE



Legend

A. Pavilion (24' x 48') 1,150 Sq. Ft.
 B. Brick - Heritage Columns (5)
 C. (2-5) Playground
 D. (5-12) Playground

E. Swings
 F. Trellis
 G. Brick Signage Wall
 H. Perimeter Sidewalk - 8'

I. Preserved Tree Canopy
 J. Wildflower Planting
 K. Bench
 L. Decomposed Granite Trail

M. Ornamental Native Grasses

PAVILION - FUTURE PHASE

BUDGET

Land Acquisition: \$782,000

Design/Survey/Engineering: \$107,500

Park Development:

- Demolition & Abatement: \$ 96,000
- Sitework & Hardscape: \$161,000
- Pavilion: \$ 96,000
- Playground: \$ 80,000
- Landscape & Irrigation: \$ 59,000

Total Project: **\$1,455,000.00**

Add alternates:

- Trellis: \$95,000
- Pavilion metal roof: \$10,000
- Site furniture upgrades: \$6,000
- Integral color concrete at main lawn walk: \$3,000
- Native grass planting beds: \$8,000
- Additional decomposed granite trail segment: \$ 3,000



Legend
A. Pavilion (24' x 48') 1,150 Sq. Ft.
B. Brick - Heritage Columns (5)
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Q. Wildflower Planting (Seasonal)
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S. New Curb Ramps
T. Decomposed Granite Trail
U. Native Ornamental Grasses
V. Artwork (Future)

SITE PLAN



STATUS / NEXT STEPS

October 22, 2012

- City Council to consider authorization to advertise for competitive sealed proposals

November 8, 2012

- Competitive Sealed Proposals opened

November 26, 2012

- City Council to consider award contract

December 17, 2012

- Project begins construction

May 15, 2013

- Estimated project construction complete





RICHARDSON HEIGHTS NEW PARK ON WEATHERED DRIVE

City Council Presentation

October 8, 2012



studio**Outside**



Central Trail Update

October 8, 2012

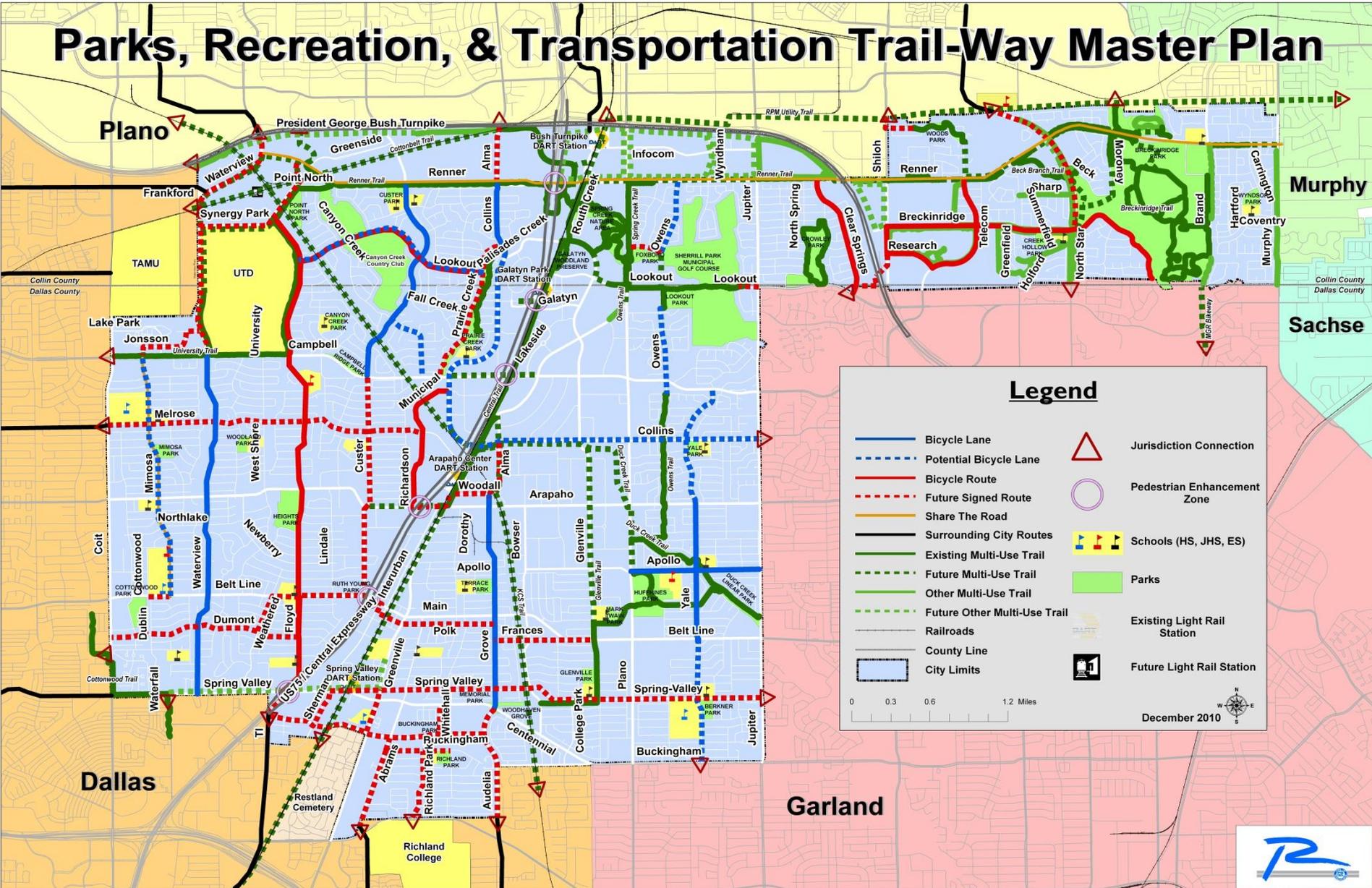
City Council Work Session

CITY OF RICHARDSON

Park, Recreation, and Transportation Trail-Way Master Plan

- Parks, Recreation, and Open Space Master Plan (PROSMP) adopted in 2010
- Included the PROSMP is the Park, Recreation, and Transportation Trail-Way Master Plan
- Trails were identified in the PROSMP as the “number one” facility citizens seek for exercise or recreation

Parks, Recreation, & Transportation Trail-Way Master Plan

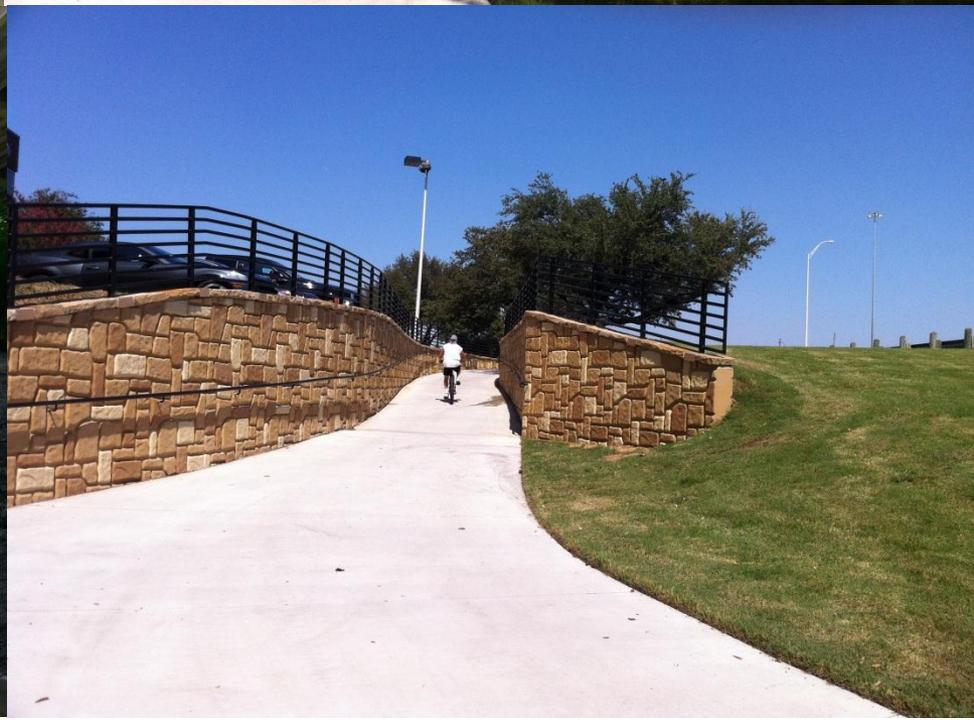


Legend

	Bicycle Lane		Jurisdiction Connection
	Potential Bicycle Lane		Pedestrian Enhancement Zone
	Bicycle Route		Schools (HS, JHS, ES)
	Future Signed Route		Parks
	Share The Road		Existing Light Rail Station
	Surrounding City Routes		Future Light Rail Station
	Existing Multi-Use Trail		0 0.3 0.6 1.2 Miles
	Future Multi-Use Trail		December 2010
	Other Multi-Use Trail		
	Future Other Multi-Use Trail		
	Railroads		
	County Line		
	City Limits		



Recently Completed Trail Projects

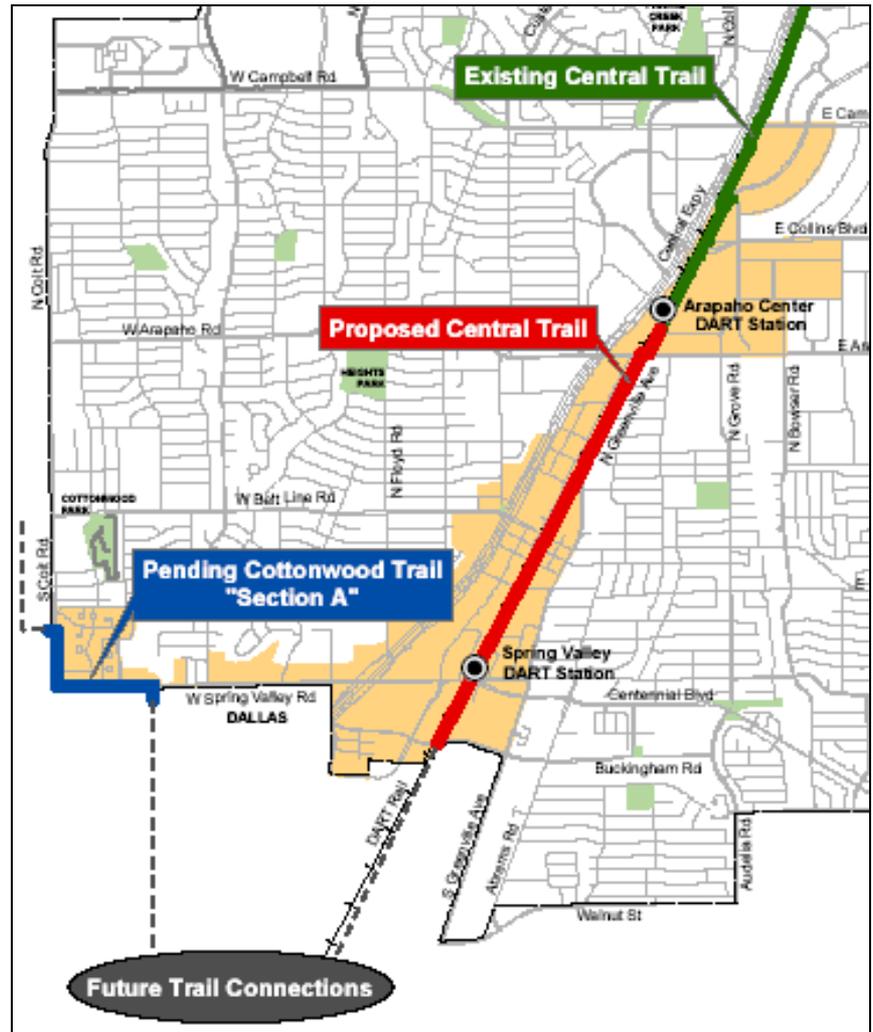




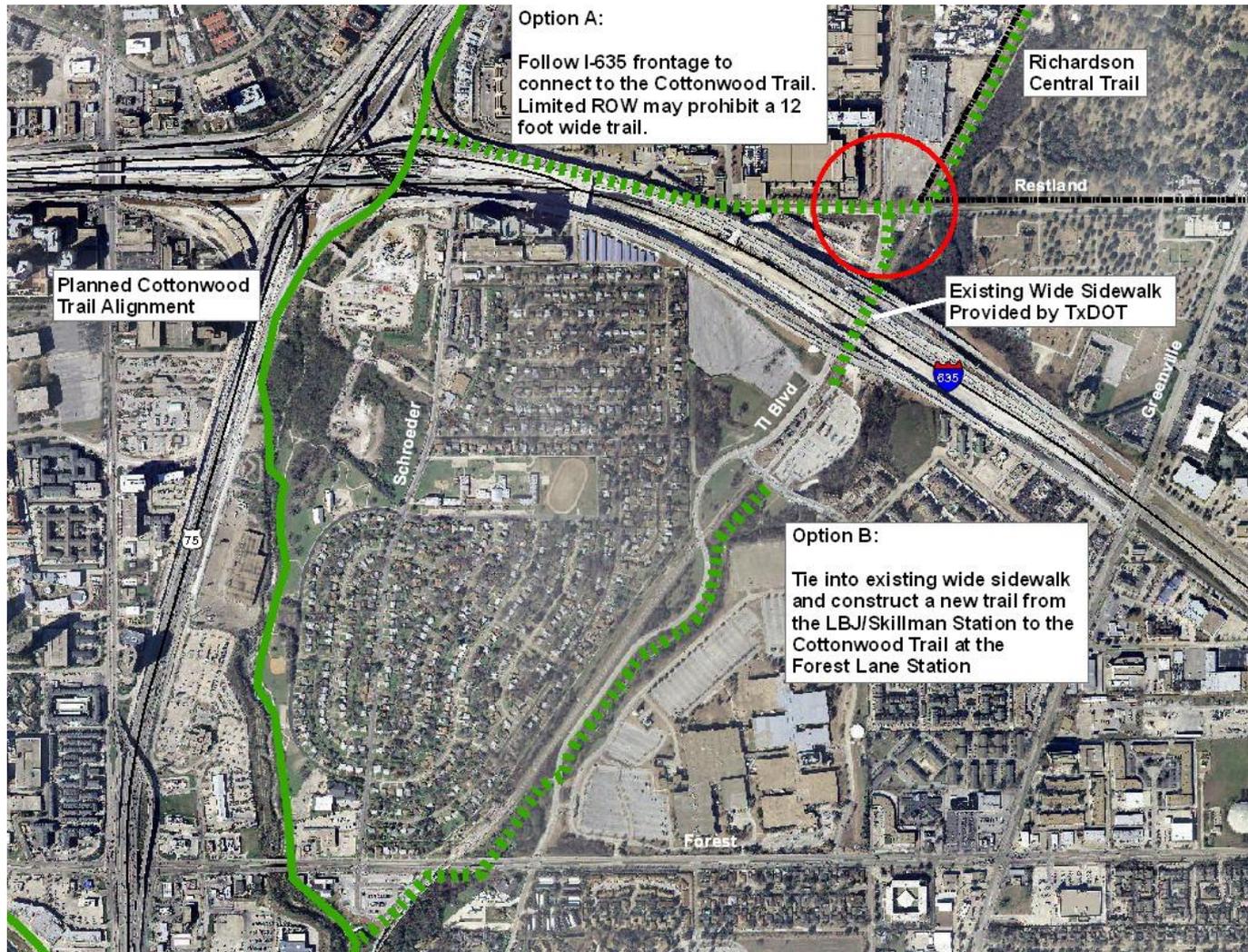
Central Trail Update

Central Trail (South)

- ❑ Central Trail emerged from City/DART partnership to use DART ROW rail corridor for connecting trails
- ❑ Existing Central Trail stops at Arapaho Rd/DART Station
- ❑ Master Plan seeks full city extension, then southern connection to Dallas
- ❑ Important linkage with TIF redevelopment projects



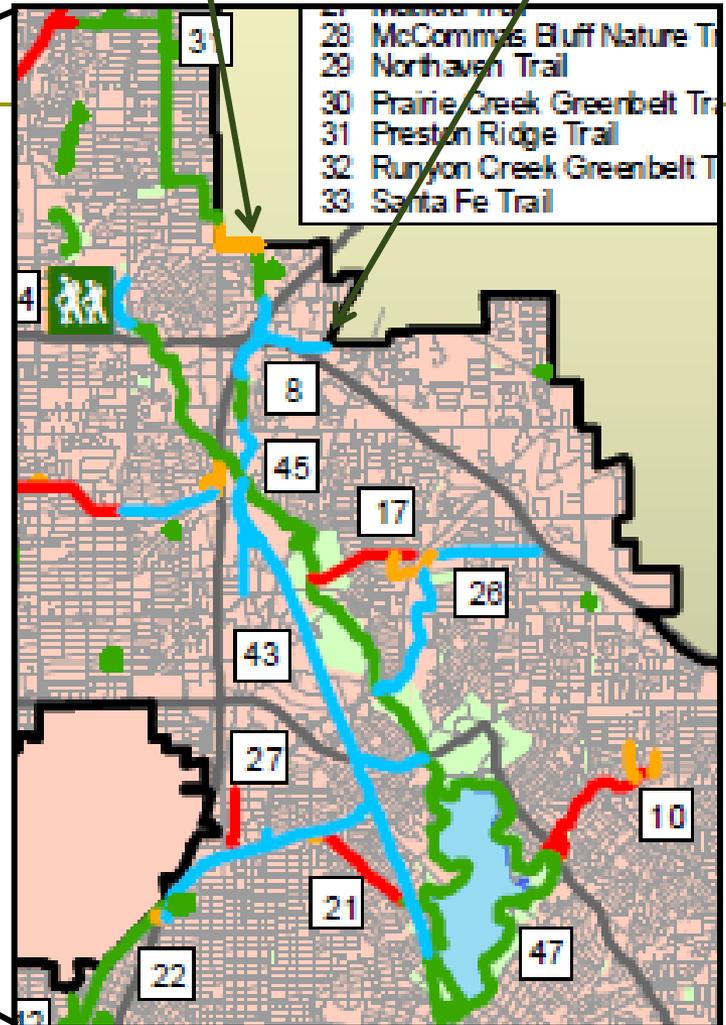
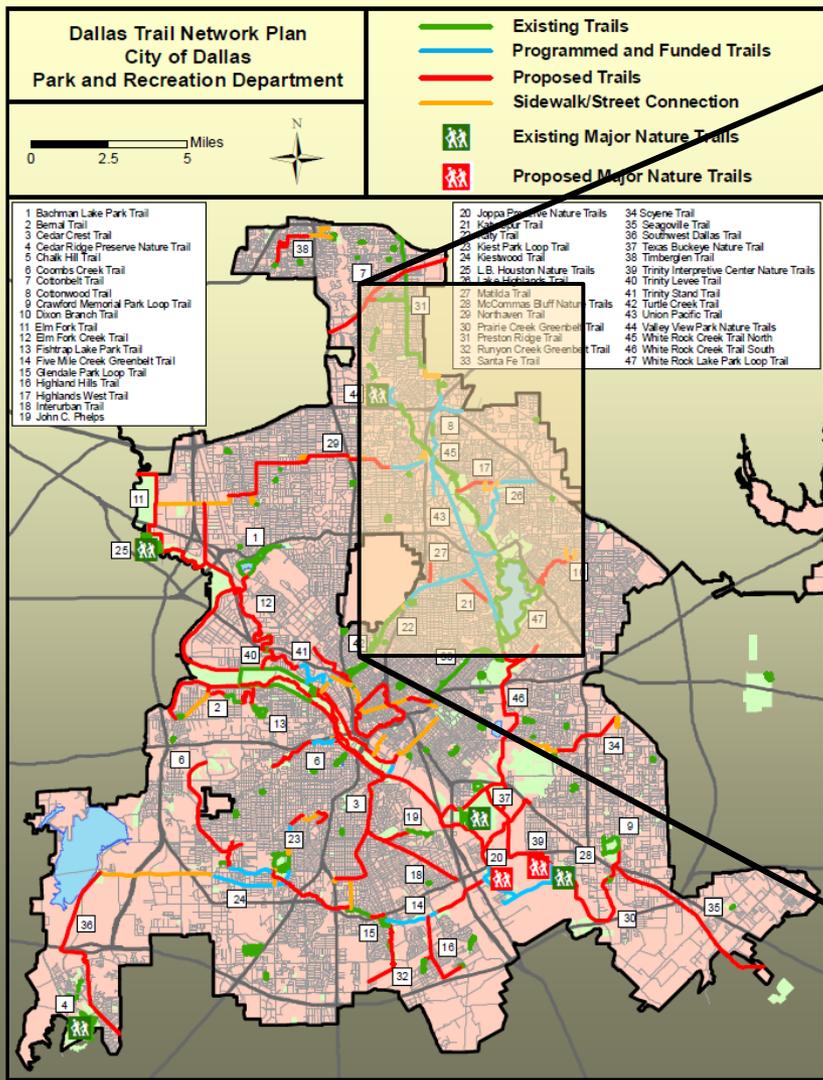
Central Trail Connection to the Dallas Trail System



Regional Connection

Cottonwood Creek Trail

Central Trail



Central Trail (South)

- ❑ 1.9 Miles, concrete multi-use trail, 10' wide

- ❑ Funding:
 - Dallas County \$2.5M
 - City of Richardson 2010 Bond \$1.5M
 - **Total Funding \$4 Million**

- ❑ Project Status:
 - Construction Documents are 100% complete.
 - Dallas County & DART have reviewed the construction and bid documents
 - Anticipate bidding this project October 22, 2012













Central Trail (South) Schedule

- ❑ October 22, 2012 – Seek authorization to advertise for competitive sealed proposal
- ❑ November 16, 2012 - Open bids
- ❑ December 10, 2012 – City Council to consider awarding contract
- ❑ January 15, 2013 - Project to begin construction
- ❑ January 15, 2014 – Estimated project completion

Richardson Trails Summary

- **Richardson has 27.0 miles of existing multi-use trails and 13 miles of walking trails within neighborhood parks.**
- **The Central Trail is an important step in regionalism, community connection, alternate forms of transportation, and increasing recreational opportunities and will begin construction at the end of the year.**
- **We want to thank Dallas County for supporting Richardson Trails as a valued partner.**
- **Seek partners for trail projects for funding, easements, and regional connections.**



Central Trail Update

October 8, 2012

City Council Work Session

CITY OF RICHARDSON