

City Council Work Session Handouts

June 10, 2013

- I. Review and Discuss Zoning File 13-11
- II. Review and Discuss Variance 13-06
- III. Review and Discuss Variance 13-07 & 13-08
- IV. Review and Discuss the Sign Control Board Minutes from June 5, 2013
- V. Review and Discuss the Home Improvement Incentive Program
- VI. Review and Discuss the Traffic Calming Policy

City Council Worksession



June 10, 2013

Meeting Begins at 6:00 P.M.

Public Hearing: ZF 13-11

**Comprehensive Zoning Ordinance
Text Amendment**

Article XXI-C

PD Planned Development Regulations

Proposed PD Planned Development

CZO Text Amendment

- Amend Article XXI-C, PD Planned Development regulations of the CZO, including revisions to the intent, use regulations, building regulations, area regulations, parking regulations, PD review procedures and amendments.

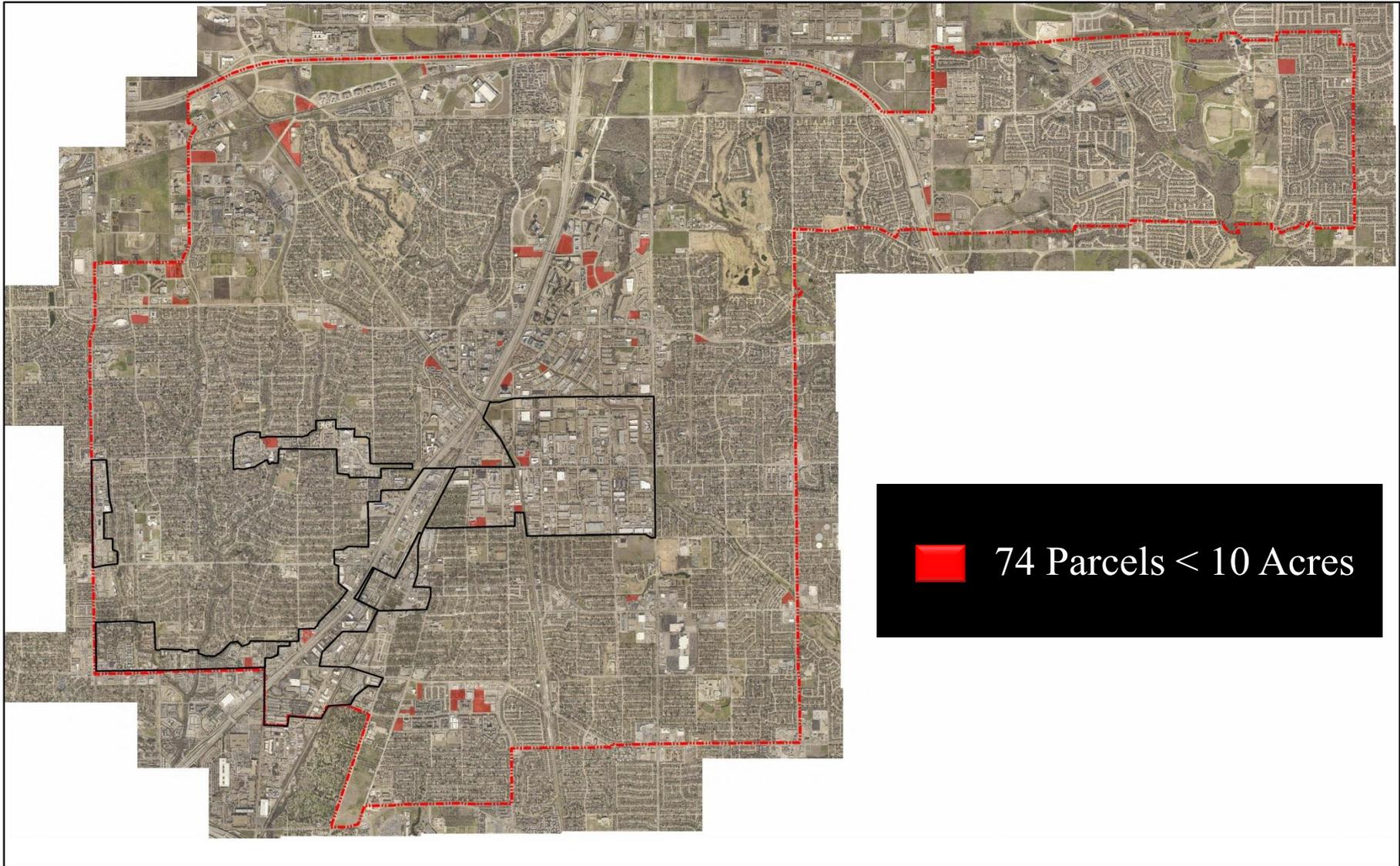
Current PD Regulations

- **Allow for flexible zoning and development regulations, but only on large tracts of land.**
- **10-acre minimum tract size is required.**
- **Intended for large-scale development that is highway-oriented and well buffered from surrounding development.**

Need for Amendment

- **Increasing demand and need for infill and redevelopment, generally at a smaller scale.**
- **Standard zoning districts not always a good fit or not an option for redevelopment and infill sites.**
- **Current regulations provide a specific list of allowable uses, building materials and residential density requirements that should be specific to each PD.**
- **Current review procedure requires traffic impact analyses and conceptual drainage plans for all requests regardless of the scale or type of proposed development.**

Small Parcel Inventory (undeveloped)



 74 Parcels < 10 Acres

Undeveloped Sites Aerial

Updated: June 10, 2013 / ds/mapping/staff/michael/greenfield prop - acreage aerial less_10_acres

This product is for informational purposes and may not have been checked for or be subject to legal, engineering, or surveying purposes. It does not constitute an official public survey and represents only the approximate relative location of property boundaries.



1 inch = 1,500 feet



Proposed Amendment

- **Delete the 10-acre minimum land area requirement.**
- **Allowable uses to be established on a case-by-case basis – not predetermined.**

Current list of uses would remain for existing PD districts (except as otherwise specified).

- **Residential density to be determined on a case-by-case basis.**

The 12 units per acre maximum remains for existing PD districts (except as otherwise specified).

- **Establish a minimum 85% masonry construction (consistent with majority of non-residential zoning districts), but provide for variability of materials and percentages as appropriate.**

Proposed Amendment (cont.)

- **Provide greater flexibility regarding scope and level of detail required for additional technical analysis of proposed development (e.g., traffic impacts, drainage, parking, open space & landscaping maintenance. etc.)**
 - *Depending on the type, scale and context of the proposed development, the need for technical analysis may vary widely on a case-by-case basis. Certain predetermined submittal requirements may not be necessary for every PD application.*
 - *Potentially broadens the scope of information that may be required either at time of application or as may be subsequently required by the City Council or CPC.*
 - *Provides for City Manager approval of minor amendments to Conceptual Site Plan .*

Effect on Future Development

- **Provides for greater context sensitivity**
- **Allows increased flexibility for:**
 - *Uses*
 - *Site layout*
 - *Building design*
 - *Building materials*
- **Facilitates incremental redevelopment and infill development**
- **Provides for a broader range of development types**
- **Provides better responsiveness to changing markets**

Decision-Making

- **City Council and CPC provided with a greater level of control to the extent desired on a case-by-case basis.**
- **Requirements for public hearings before City Council and CPC would still be required as with any other zoning change request.**
- **ALL EXISTING PD DISTRICTS WOULD REMAIN UNCHANGED.**

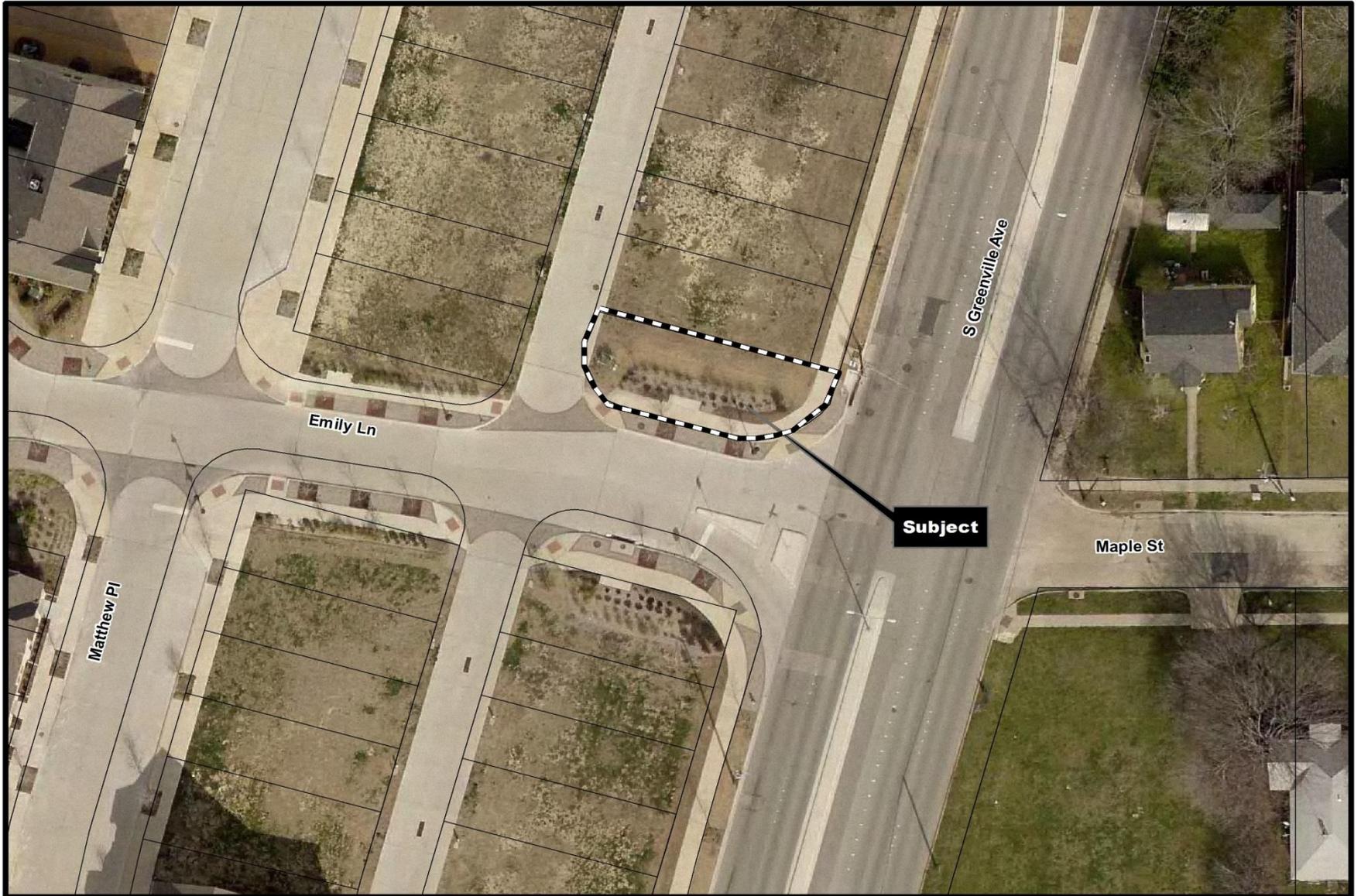
Variance
VAR 13-06



Lot 2A, Block 1
Mckamy Park Triangle Addition



Variance
VAR 13-07 and 13-08



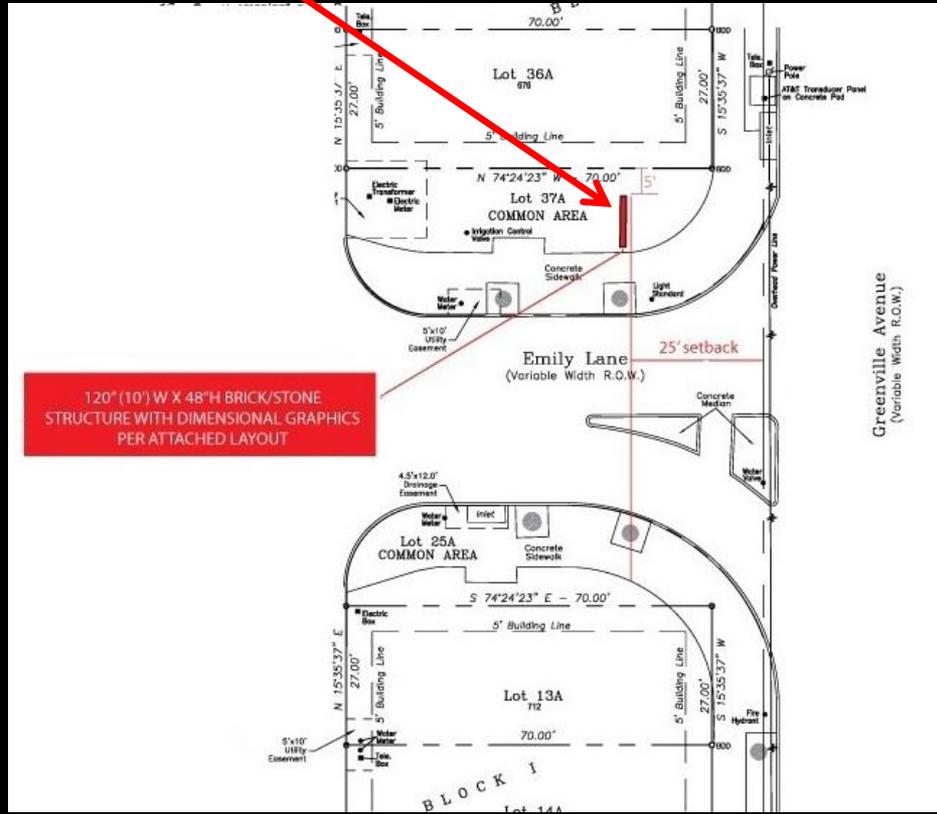
Variance 13-07 & 13-08





VAR 13-07: Permit an off-premises neighborhood monument sign

VAR 13-08: Distance to adjacent lot:
Required 30 feet
Provided 5 feet



**Sign Control Board of Adjustment
June 5, 2013 Meeting**

SCB Case # 13-05
Appletree Court
870 W. Arapaho Rd.

Applicable Ordinance

□ Chapter 18, Article III, Section 18-96

(23) Pole Sign

(d) Location

(ii) Pole signs must be located a minimum of 30 feet from an adjoining private property line.

Requested Variance

- ❑ Permit a pole sign to be located 7” from the adjoining property lines to the east and west.

Reason for request

- ❑ The building is setback back from the road and the owner wants to increase the visibility of the business.
- ❑ The existing sign is too small.
- ❑ There is already a variance to the setback.



870 W. Arapaho Rd.

SCB 13-05

Local Retail

Proposed Sign

Local Retail



Residential

W. Arapaho Rd

Residential

Commercial

Office

Zoning 250 Feet from the proposed sign:
Commercial, Office, Local Retail and Residential.

The proposed sign is 158 feet from the nearest residential property line





Eastbound View



Westbound View

Existing Sign

- ❑ Variance 2001
 - ❑ 2'9" from east and west property lines
- ❑ 2' 6" tall; 10' long
- ❑ 25 square feet in area



Proposed Sign



Sign Control Board Action

- ❑ The Sign Control Board voted unanimously to approve SCB Case 13-05.

SCB Case # 13-06
Pampillonia Jewelers
640 N. Coit Rd

Applicable Ordinances

□ Chapter 18, Article III, Section 18-96

(23) Pole Sign

(b) Size:

(iii) Retail, commercial zoning district

(1) Single-use signs: 60 square feet in area, 20 feet in height

Applicable Ordinances

□ Chapter 18, Article III, Section 18-96

(23) Pole Sign

(c) Number:

(iii) Retail, commercial zoning district

(1) Sites less than 10 acres: one single-use pole sign

Applicable Ordinances

□ Chapter 18, Article III, Section 18-96

(23) Pole Sign

(d) Location:

(ii) Poles Signs must be located a minimum of 30 feet from an adjoining private property line.

Requested Variance

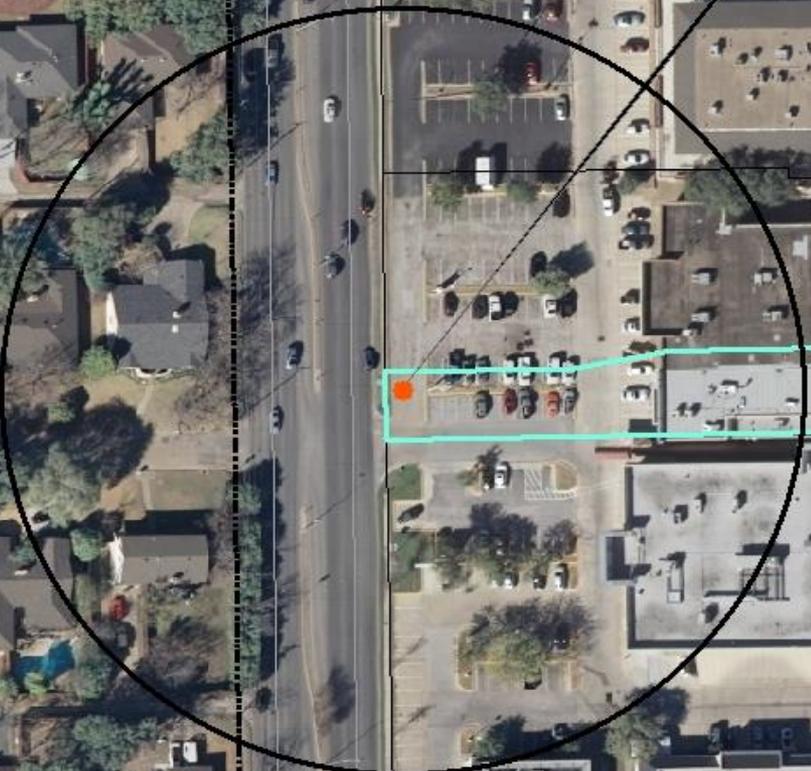
- ❑ Permit a pole sign with an overall area of 125.24 square feet
- ❑ Permit a pole sign on a site less than 10 acres to be multi-tenant
- ❑ Permit a pole sign to be located on the property line

Reason for request

- ❑ Upgrading the property including revising the parking lot.
- ❑ Previous sign was outdated and needed to be replaced.

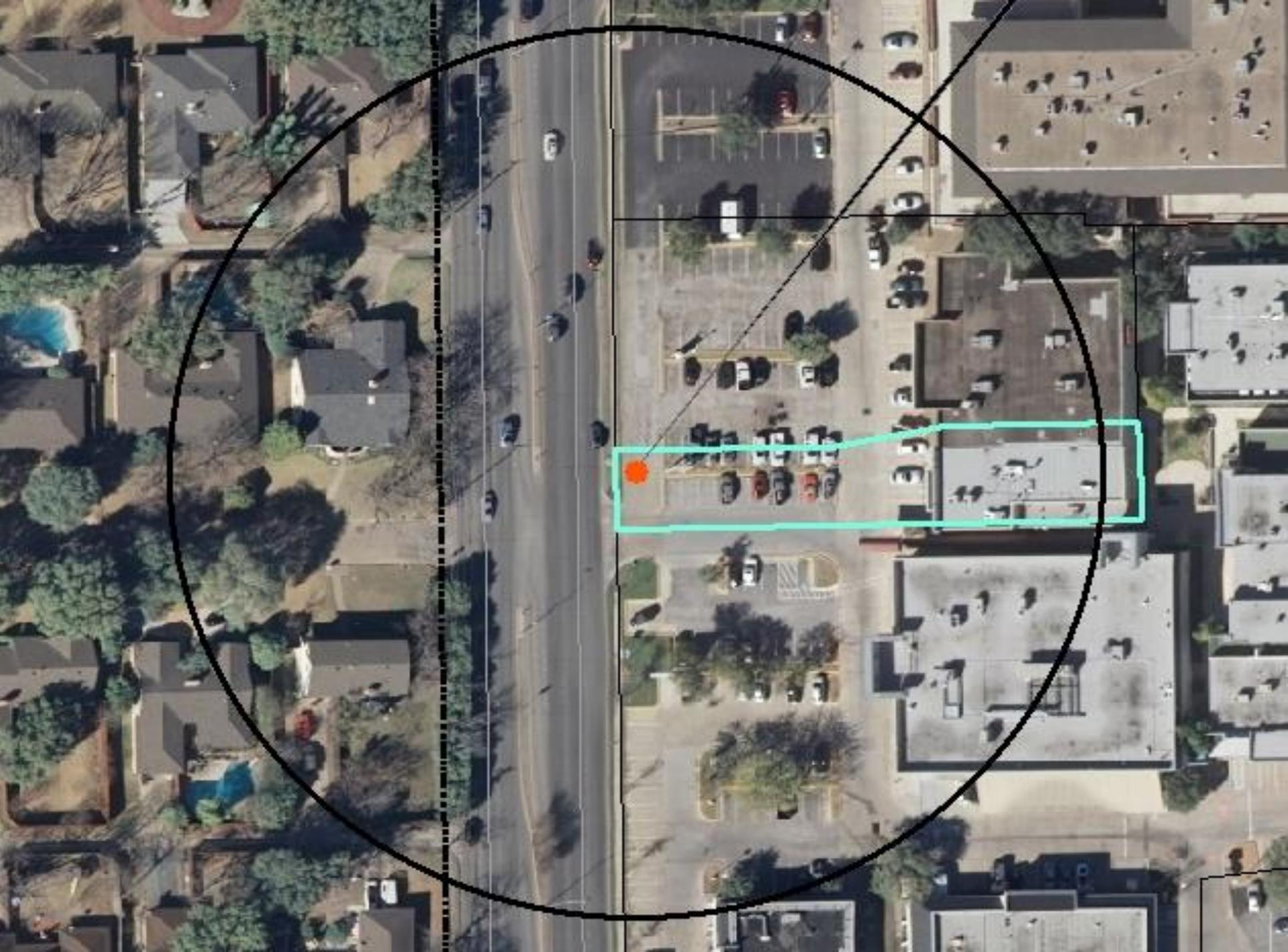
SCB 13-06

Proposed Sign



Zoning 250 Feet from the proposed sign:
Local Retail
Residential - West - Dallas

The proposed sign is 100 feet from the nearest residential property line (in Dallas)



Previous Sign

- ❑ Variance 2005
 - ❑ Multi-tenant
 - ❑ Located on the property line
- ❑ 60 sq. ft. in sign area.



Northbound View

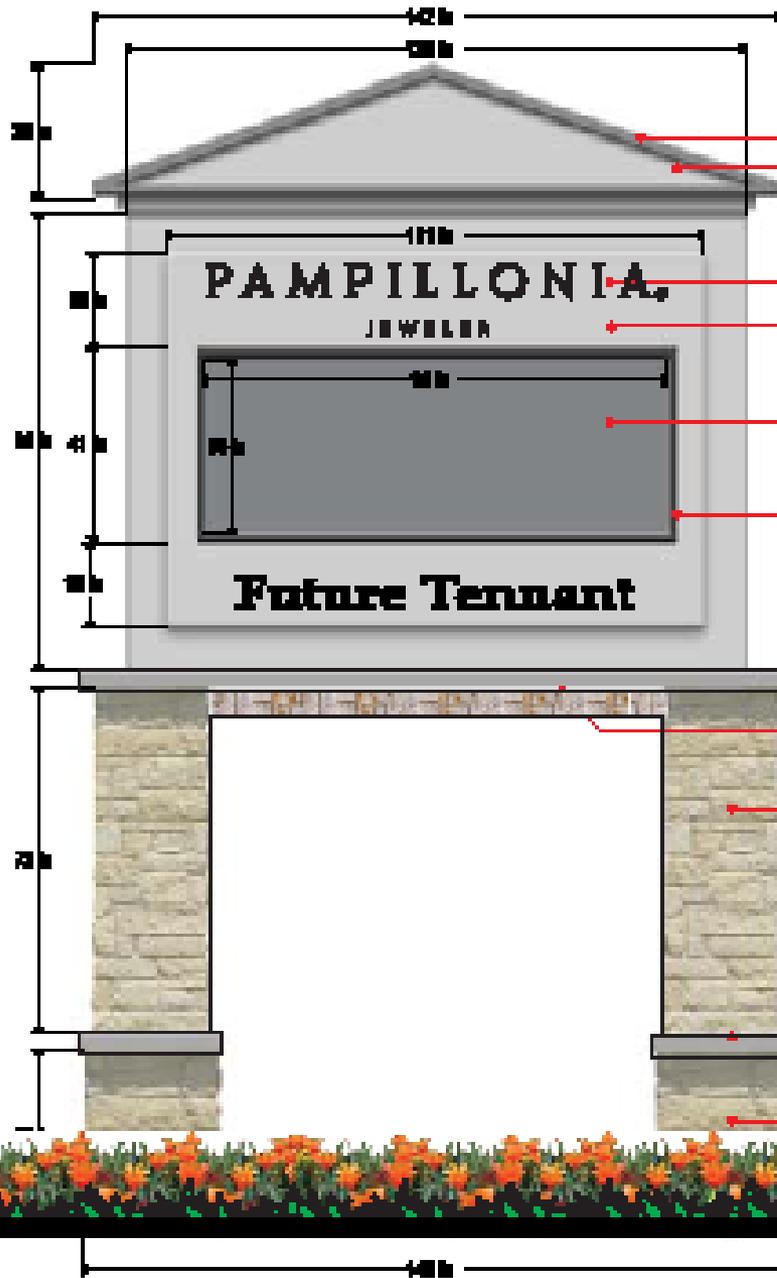
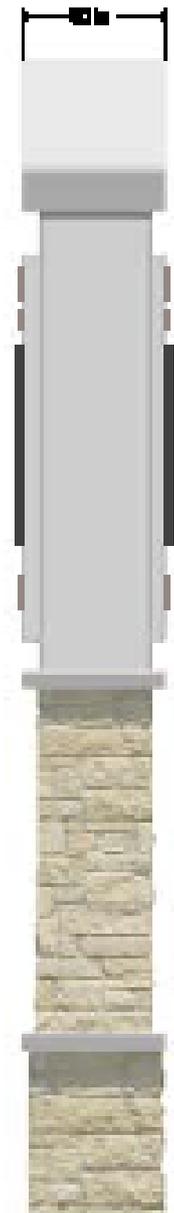


Southbound View





Proposed Sign



- Luster Stone
- Painted Shotcrete (Color To match existing Building)
- Rout Out Push Thru Copy
- .080 Aluminum Pan Sign Painted
- Daktroniks 16mm LED Display (two faces)
- Aluminum Trim
- Electrical Access
- Austin Stone
- Luster Stone
- Austin Stone





Sign Control Board Action

- ❑ The Sign Control Board voted 3-2 to approve SCB Case 13-06.

**Sign Control Board of Adjustment
June 5, 2013 Meeting**

HOME IMPROVEMENT INCENTIVE PROGRAM



CITY COUNCIL BRIEFING – JUNE 10, 2013

Introduction

- In February 2007, City Council adopted Ordinance 3590, which established The Home Improvement Incentive Program (HIIP).
- The City provides an economic development incentive equal to 100% of the increase in property taxes for the tax year following completion of an approved project multiplied by 10 (years).
- The increase in the certified value is determined by the appraisal district.
- The incentive is paid in a single lump-sum on April 1 of the first full calendar year after completion of the project.

Introduction

- The purpose of the Home Improvement Incentive Program is to:
 - Positively affect the value of the City's housing stock by encouraging reinvestment in residential neighborhoods



Introduction

- The purpose of the Home Improvement Incentive Program is to:
 - Lower the financial hurdle for property owners to make significant improvements to their homes



Introduction

- The purpose of the Home Improvement Incentive Program is to:
 - Demonstrate a strong commitment by the City to reinvest in residential neighborhoods



Introduction

- The purpose of the Home Improvement Incentive Program is to:
 - Help distinguish Richardson from surrounding communities by providing an economic incentive to prospective buyers



HIIP Process

- Application – Must be submitted prior to construction beginning and include details of project scope and estimated cost
- Approval Letter & Economic Incentive Agreement – Includes a reminder to retain records to certify construction costs and to call for final inspection when construction is complete
- Quarterly Email Updates – Sent to participants while projects are under construction; includes program highlights and reminders

Quarterly E-mail Updates

City of Richardson

Home Improvement Incentive Program

E-mail Update - Spring 2013

The City of Richardson mailed 49 checks to Home Improvement Incentive Program participants at the beginning of April totaling almost \$195,000. Over fifty additional projects will be eligible to receive incentive payments in April of 2014. The following information is intended to remind you of things you can do to ensure that you receive your incentive in the coming years!

HIIP REMINDERS

*You only have two years to complete your projects! If you need an update as to how much time you have remaining, please call our office.

*If you are doing work which requires building permits please make sure that you and/or your contractors obtain all required permits and inspections.

*When your work is completed you must have an inspection done by a staff member of Community Services as well as provide invoices to verify all improvements were made.

Please contact Community Services if you:

- have completed the projects indicated on your application and are ready to schedule your final inspection,
- have added to or changed the projects listed on your application,
- have any questions about the program, your status, etc.

Community Services
www.cor.net/cs
Phone: 972.744.4180

Your incentive payment may result in federal income tax consequences. You should consult your own tax advisor. All or a portion of your incentive payment may constitute taxable income regardless of whether you receive a Form 1099-MISC from the City. If the amount of your incentive payment is \$600 or more, you may receive Internal Revenue Service Form 1099-MISC from the City.

City of Richardson 

Home Improvement Incentive Program

Dallas and Collin County both have preliminary 2012 appraisal information available online. Go to your county's website to view important information about your property including its market value, property exemptions, and more!

Dallas County -- www.dcad.org
Collin County -- www.collincad.org

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City of Richardson

Home Improvement Incentive Program

E-mail Update - Fall 2012

All Home Improvement Incentive Program participants that wish to receive incentive payments in April of 2014 must do the following before December 31, 2012:

- A Home Improvement Incentive Program final inspection must be completed at the participating property. Inspections consist of a member of the Community Services staff coming to the property and taking photos of all improvements. These inspections should take no longer than 15 minutes. Please contact Lindsay Turman at 972-744-4168 or lindsay.turman-gregory@cor.gov to set your final inspection.
- Copies of final invoices proving that improvements were made at the property must be provided to the Community Services Department.
- All building inspection permits related to your Home Improvement Incentive Program project must be closed out for your Home Improvement Incentive Program project to be considered complete.

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- Application – Must be submitted prior to construction beginning and include details of project scope and estimated cost
- Approval Letter & Economic Incentive Agreement – Includes a reminder to retain records to certify construction costs and call for final inspection when construction is complete
- Quarterly Email Updates – Sent to participants while projects are under construction; includes program highlights and reminders
- Final Letter & Incentive Payment Process Fact Sheet – Informs participant that all obligations have been met and details payment process

City of Richardson Home Improvement Incentive Program

Incentive Payment Process

Incentive Timeline:



Date Project Initiated	Date Project Completed	New Value of Home Established	Incentive Payment Issued
2011	2013	January, 2014	April, 2015
2012	2012	January, 2013	April, 2014
2012	2013	January, 2014	April, 2015
2012	2014	January, 2015	April, 2016
2013	2013	January, 2014	April, 2015
2013	2014	January, 2015	April, 2016
2013	2015	January, 2016	April, 2017

To calculate your incentive amount:

$$10 (\text{Applicable Tax Rate } x - \text{Applicable Tax Rate } y) = \text{Incentive Amount}$$

when x = appraised value of home in its completed condition and y = appraised value of home in its original condition.

Applicable Tax Rate Period	City Tax Rate
October 2007 - September 2010	.57516 %
October 2010 - Present	.63516 %*

*The City's tax rate is subject to change annually. Any increase will be factored in to the incentive amount.



Thank you for participating in the Home Improvement Incentive Program. For more information, please contact the Community Services Department at 972-744-4180 or visit us at www.cor.net/cs.

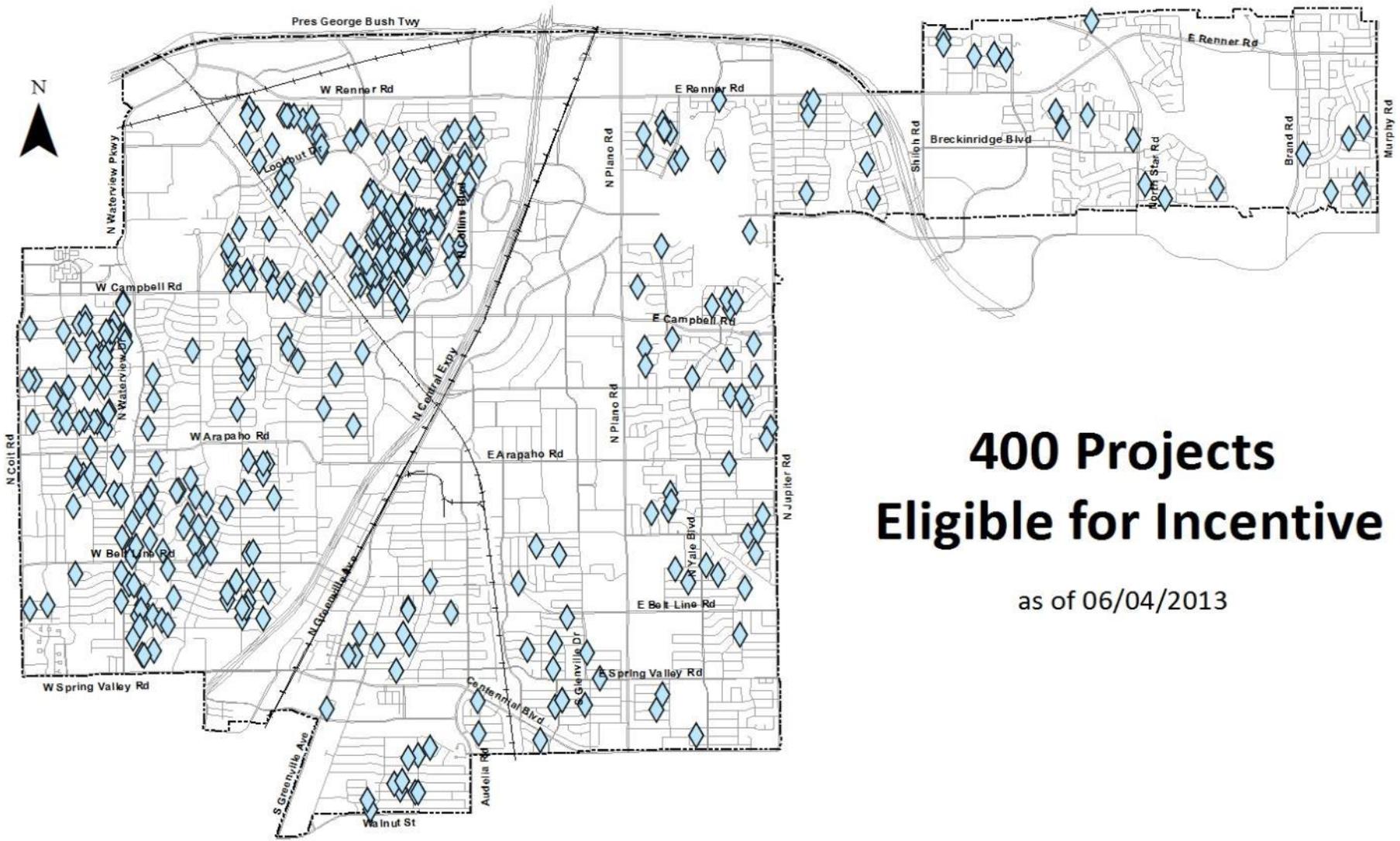
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Background

- 400 projects eligible for an incentive
- An estimated \$44,116,635 reinvested in residential neighborhoods
- 121 projects estimated at \$100,000 or more
- 13 projects estimated at \$500,000 or more

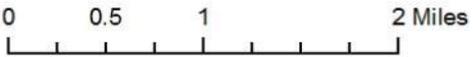


Home Improvement Incentive Program: Projects Eligible for Incentive

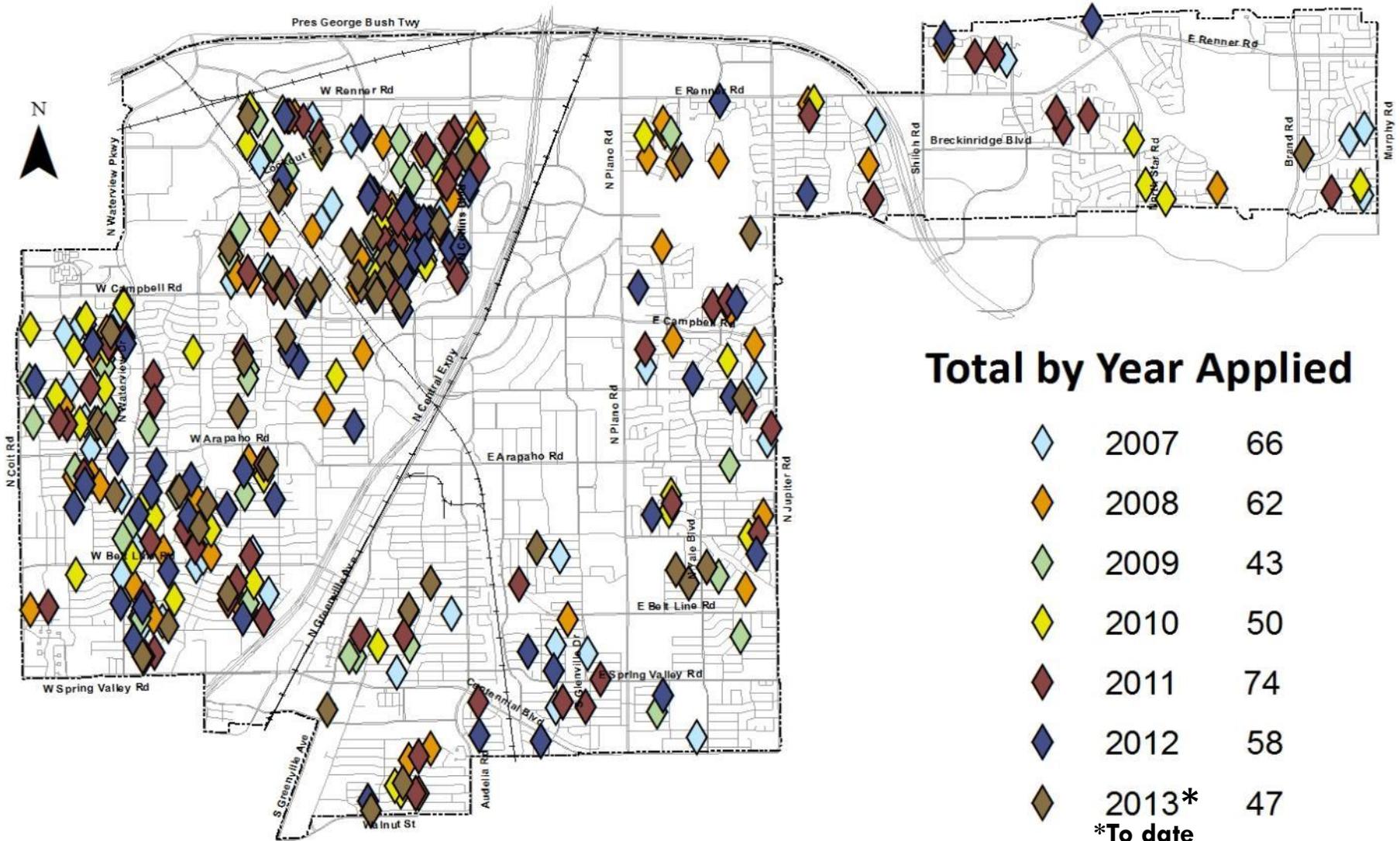


**400 Projects
Eligible for Incentive**

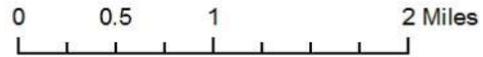
as of 06/04/2013



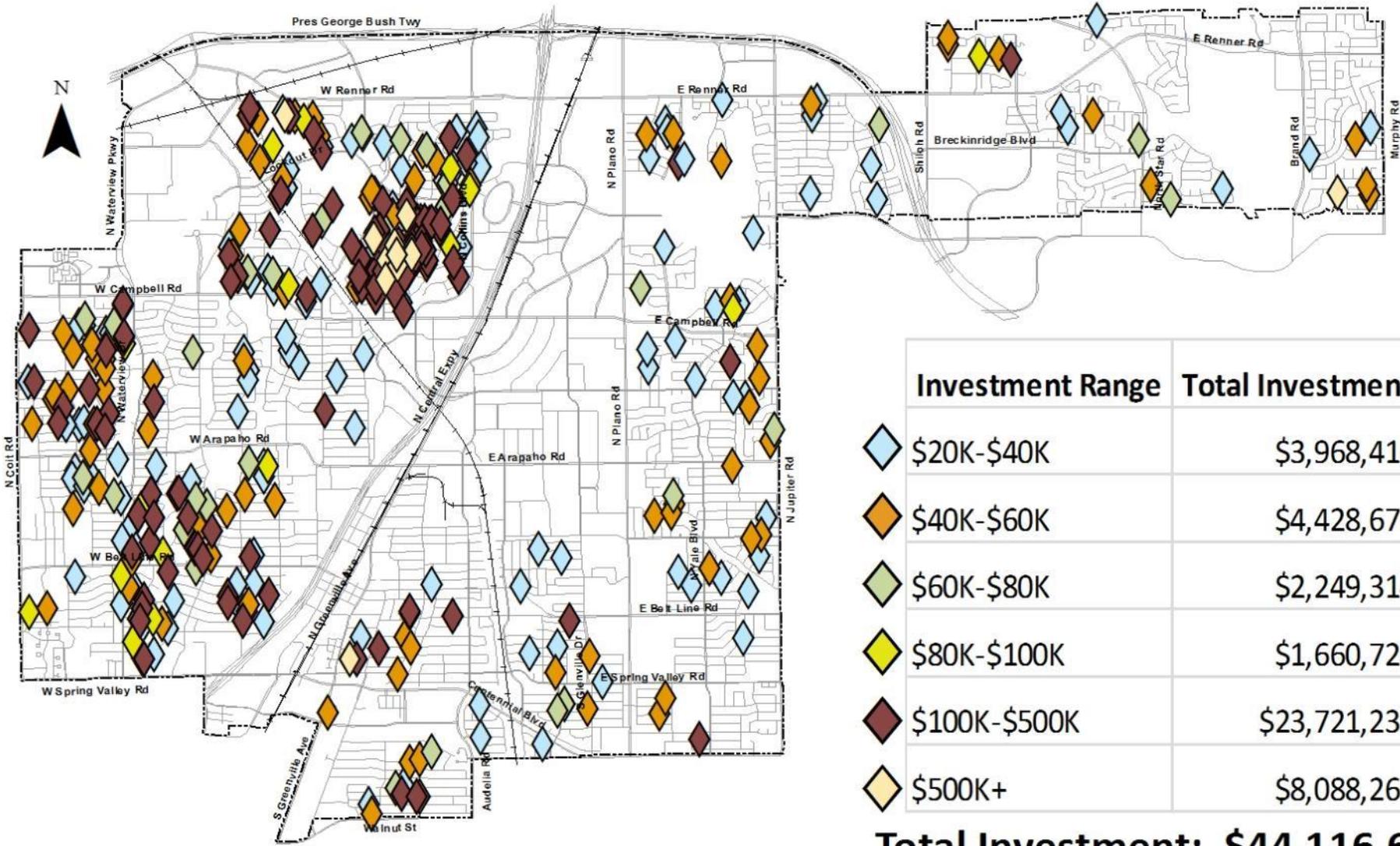
Home Improvement Incentive Program: Total by Year Applied



400 Total Applications

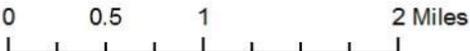


Home Improvement Incentive Program: Investment Range

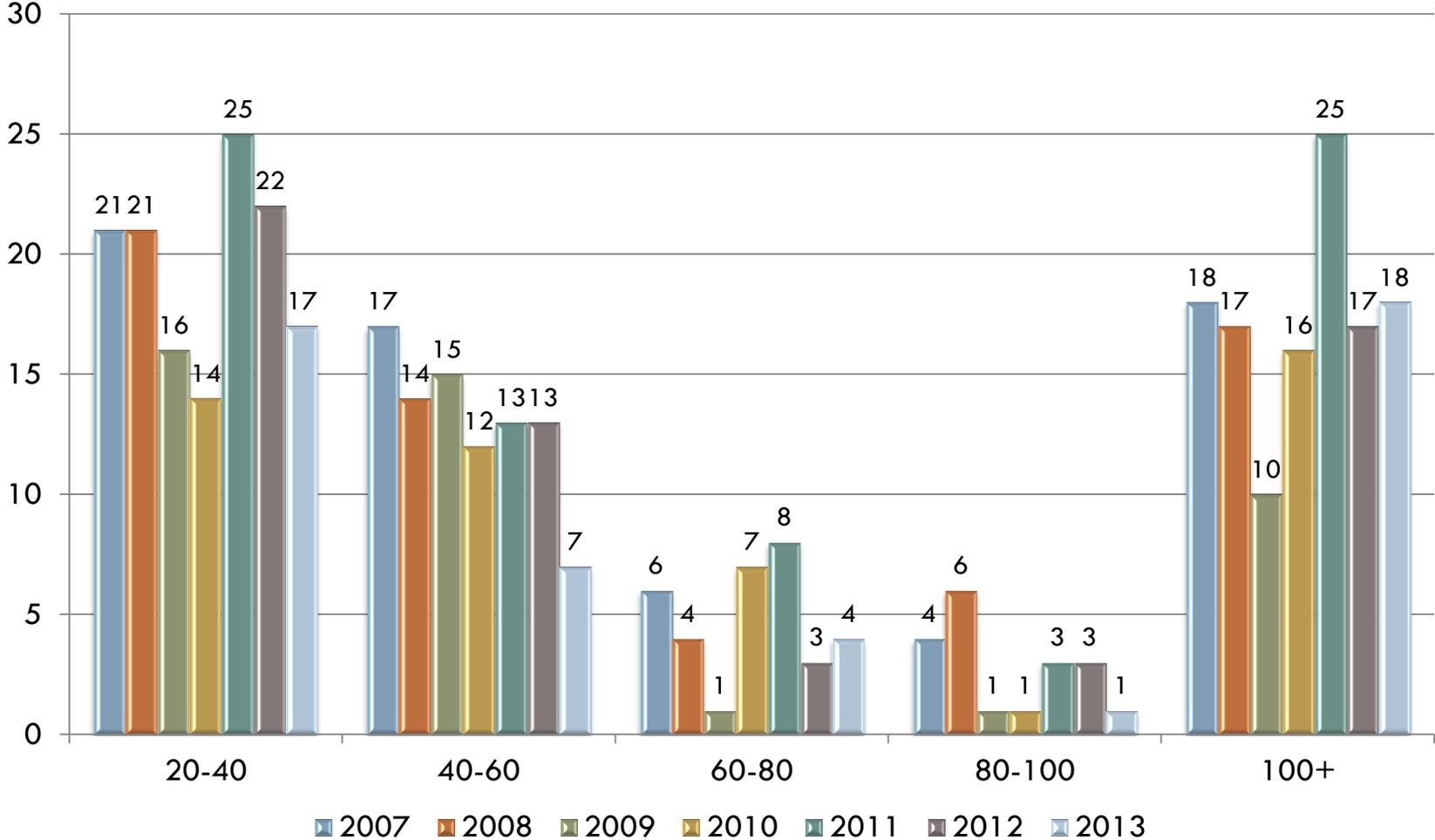


Investment Range	Total Investment
◆ \$20K-\$40K	\$3,968,416
◆ \$40K-\$60K	\$4,428,676
◆ \$60K-\$80K	\$2,249,314
◆ \$80K-\$100K	\$1,660,728
◆ \$100K-\$500K	\$23,721,233
◆ \$500K+	\$8,088,268

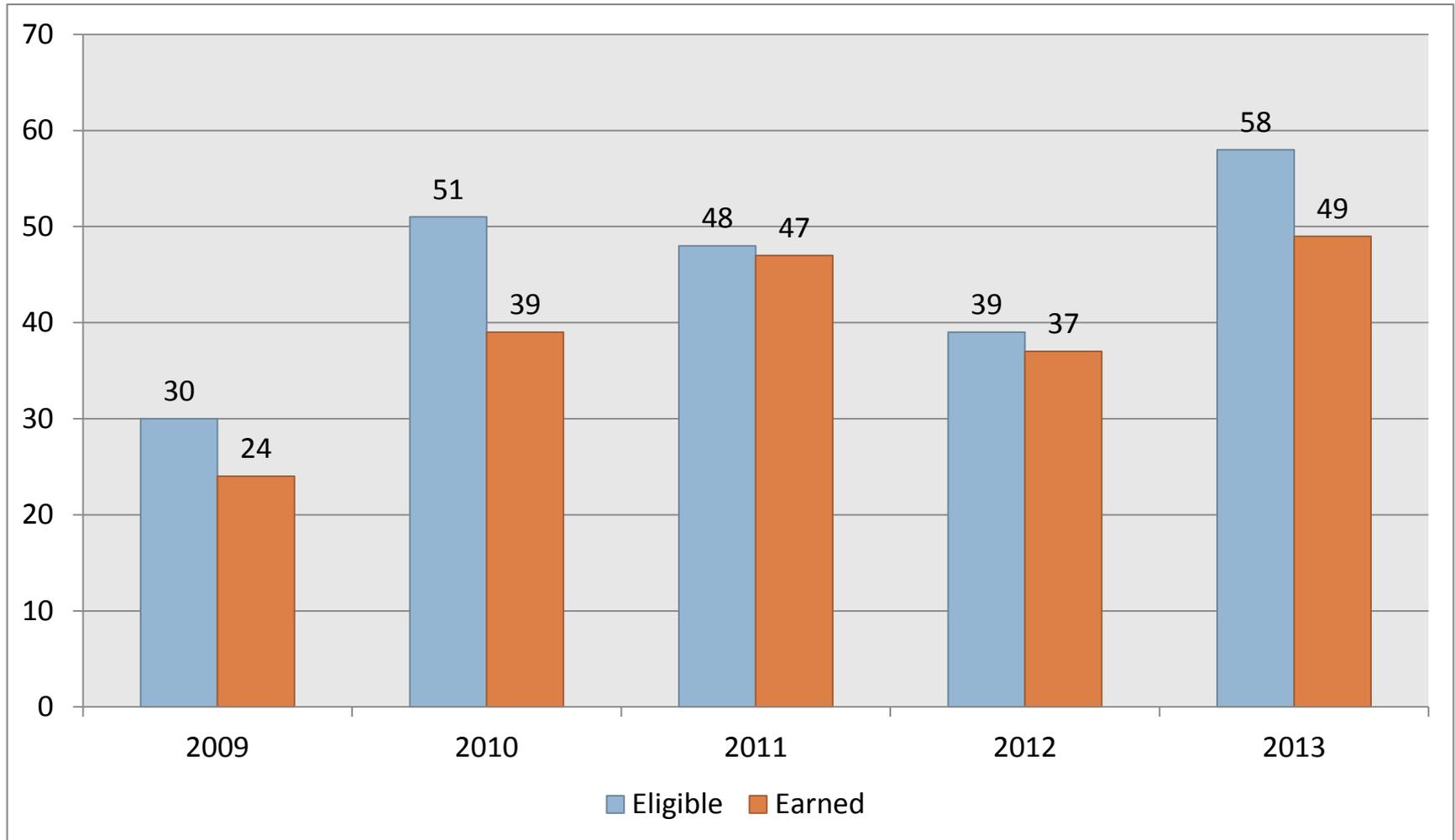
Total Investment: \$44,116,635



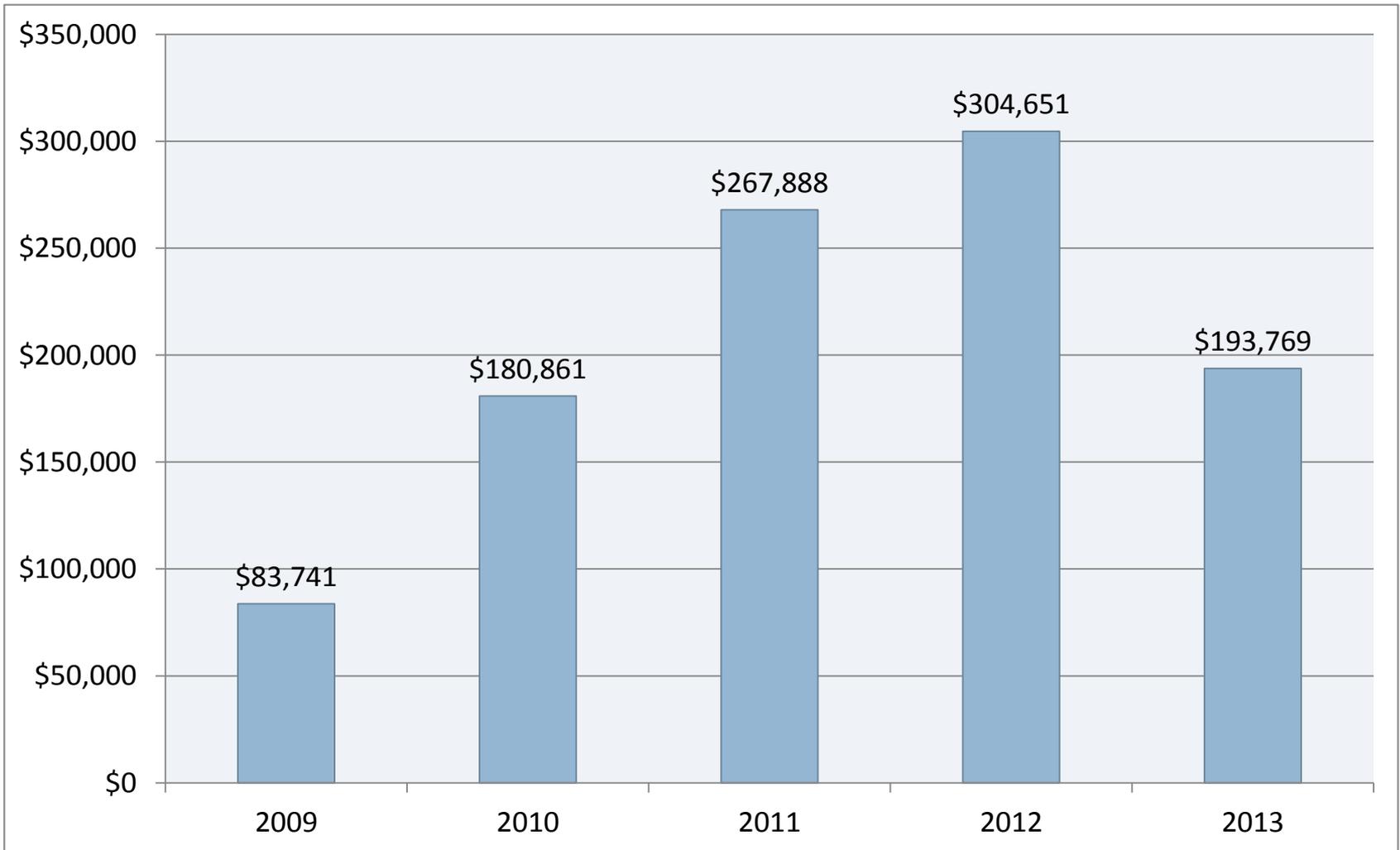
Investment Range by Year Applied



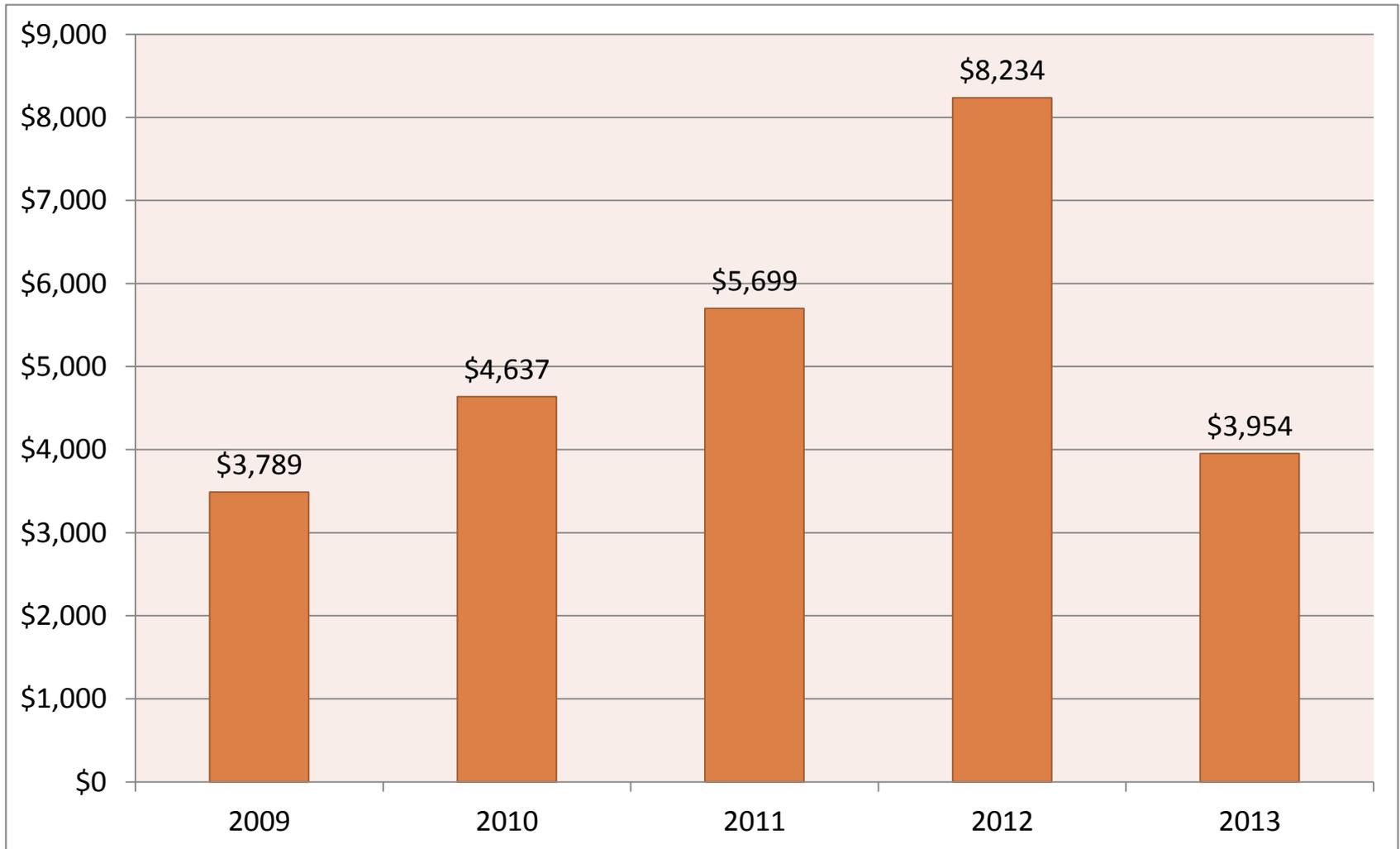
Total Incentives Paid



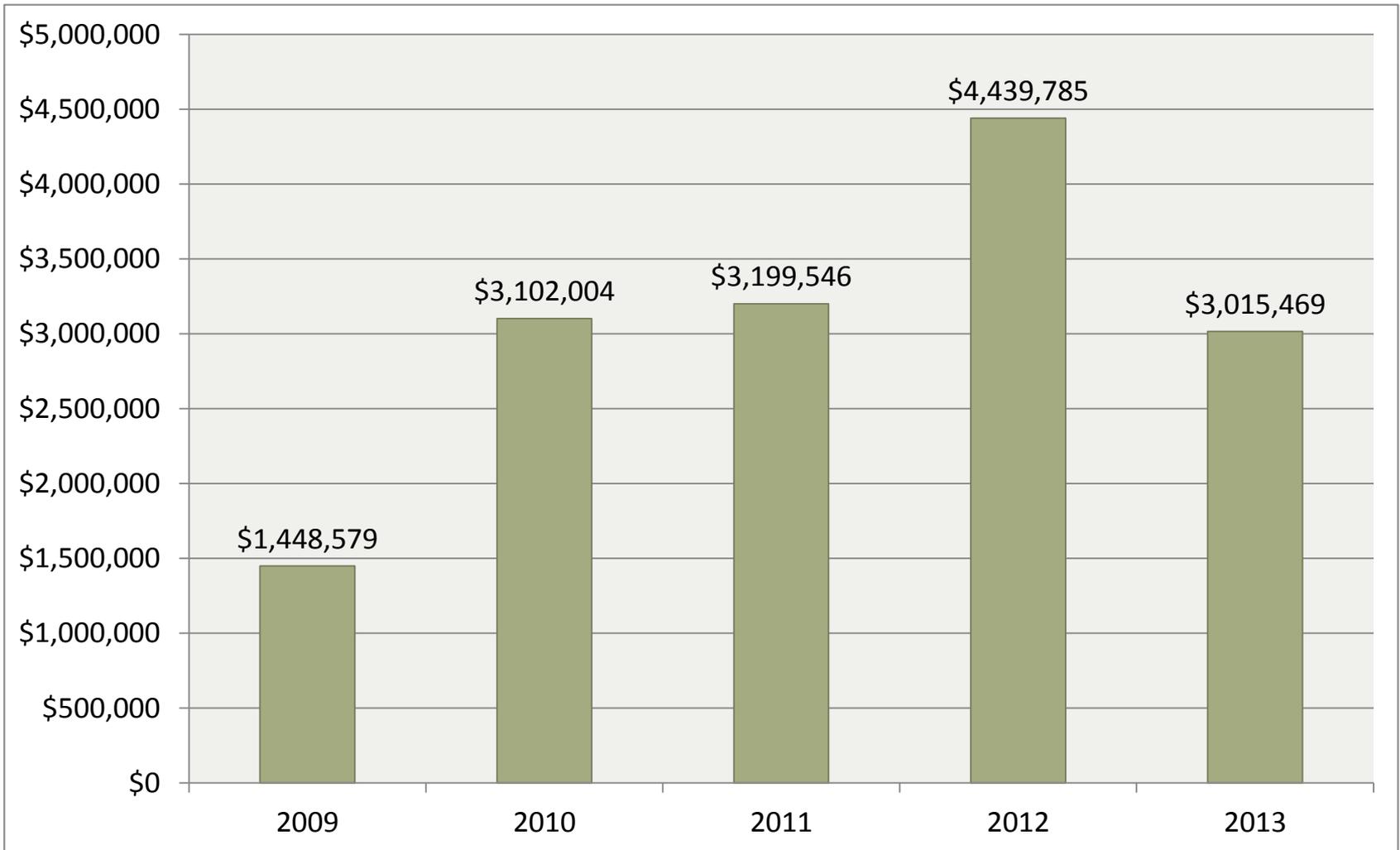
Total Incentives Paid



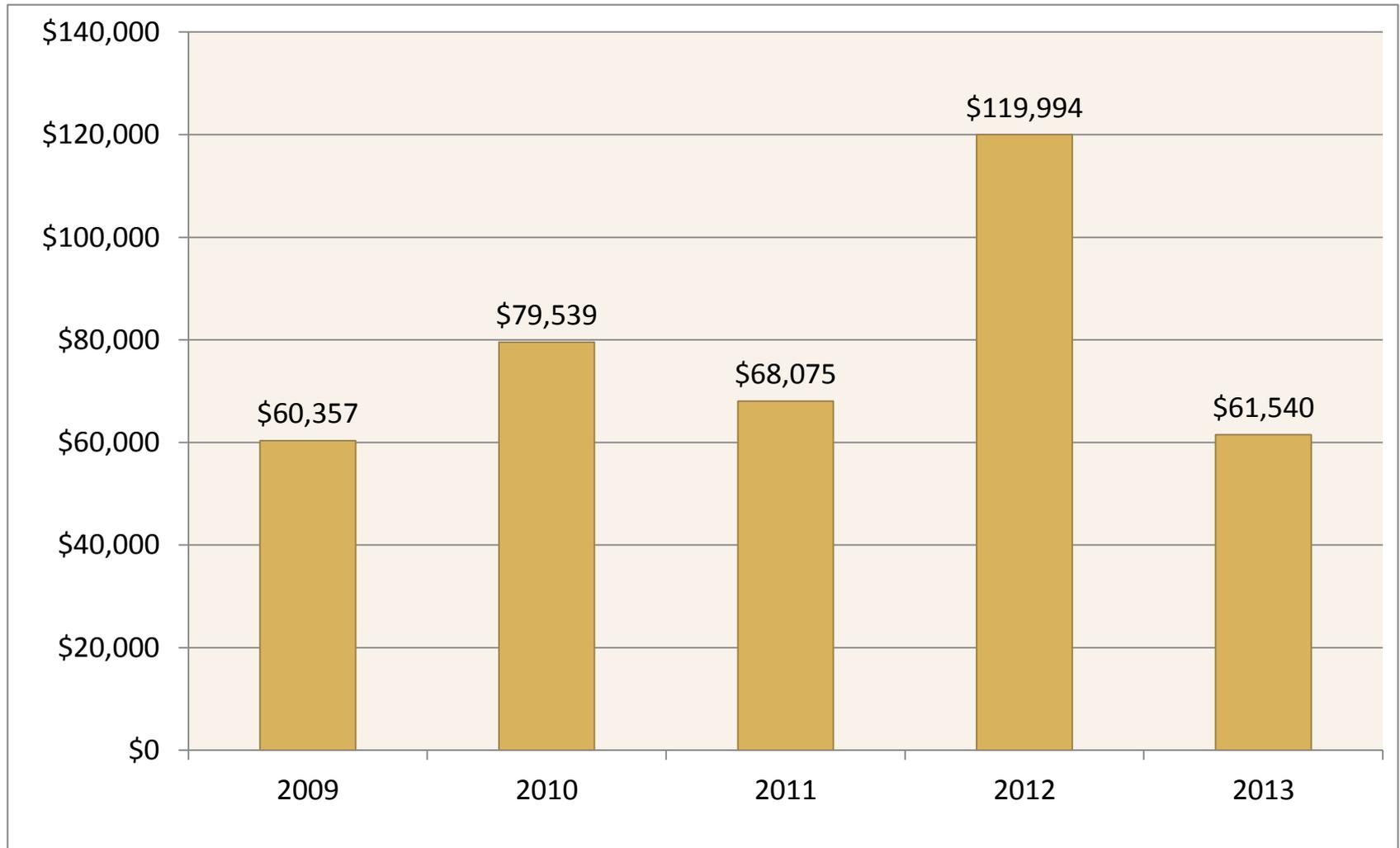
Average Incentive Paid



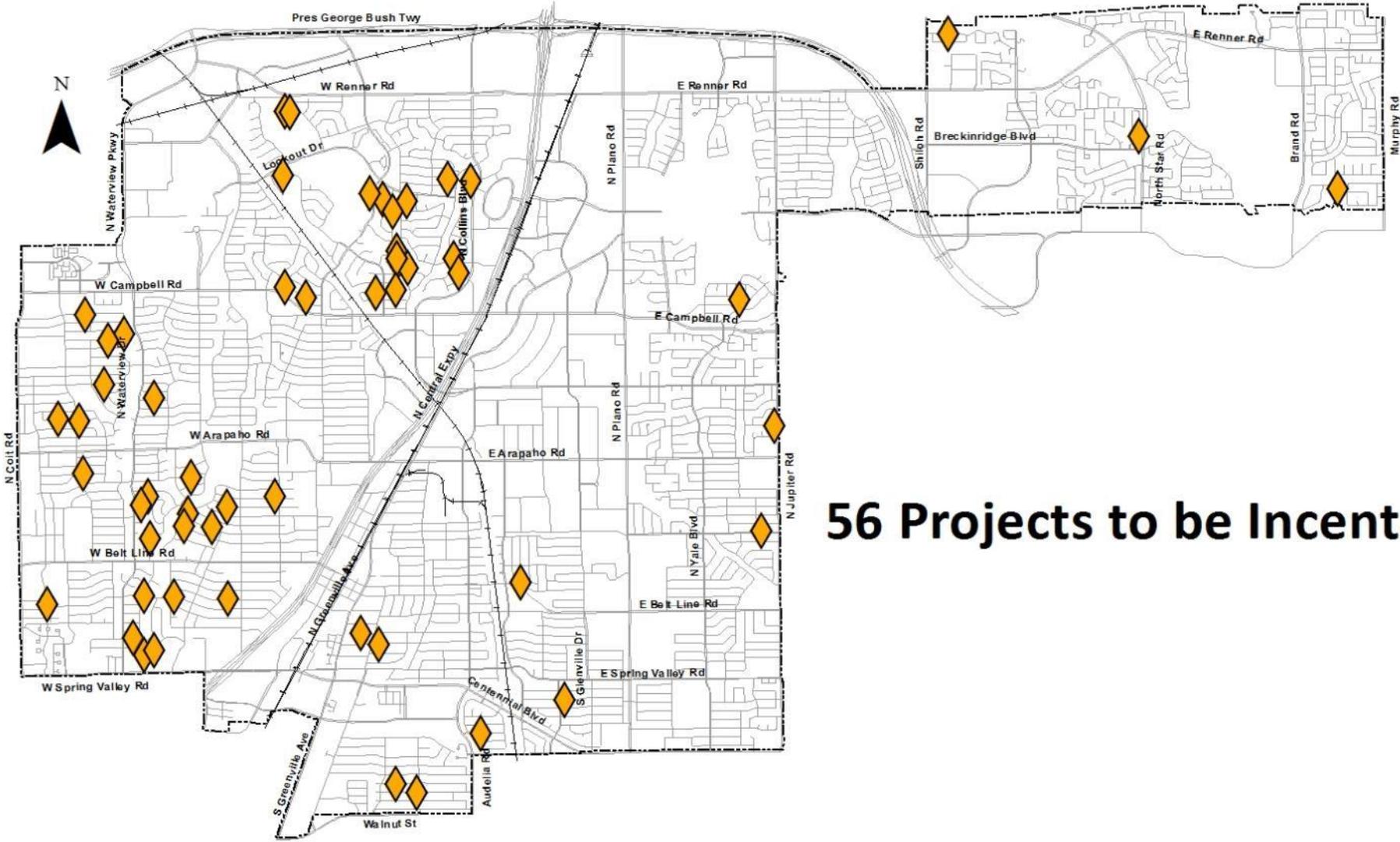
Total Increase in Appraised Value



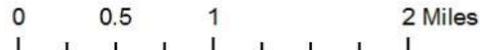
Average Increase in Appraised Value



Home Improvement Incentive Program: Projects to be Incented in 2014



56 Projects to be Incented



Promotion

- Updated brochure – City facilities
- Featured in the July Richardson Today
- Workshops and community meetings
- Realtors – offices and individuals
- Building Permit acknowledgement

PROJECT ELIGIBILITY
All homeowners in single-family zoned areas are eligible to participate, except those whose contingent in taxes or other fees. To qualify, reconstruction or remodeling projects must:
• Cost at least \$20,000
• Be completed within 24 months of project approval.

THE APPLICATION PROCESS
To qualify for a homeowner must submit an application to the Community Services Department prior to construction beginning, provide a cost estimate for the improvement project, consent to permit, inspection during construction and verify final construction costs. If an application is approved, the homeowner will be required to execute a non-economic development agreement with the City prepared and approved by the City attorney at no expense to the homeowner.

THE FOCUS OF THE PROGRAM IS TO:

- Encourage homeowners to invest in their existing home.
- Increase the property value of homes in a given neighborhood.
- Attract new businesses and encourage the expansion of business enterprises within the city.
- Promote the creation of jobs.
- Compete with newer suburbs while maintaining the charm of older Richardson communities.

EXAMPLE
A home improvement project is approved in October of 2010 and is completed in June of 2011. The 2012 property taxes increase \$300 above the 2010 property taxes as a result of the increase in the taxable value of the improvements. The total incentive would be \$3,000 and would be paid on April 1, 2013.

HIIP TIME TABLE

Project Started	Project Completed	Year Value of Home Added Value	Incentive Payment Received (April)
2008	2009	2011	2012
2009	2010	2011	2012
2009	2011	2012	2013
2010	2010	2011	2012
2010	2011	2012	2013
2010	2012	2013	2014
2011	2011	2012	2013
2011	2012	2013	2014

COMMUNITY SERVICES

HOME IMPROVEMENT INCENTIVE PROGRAM

HOME IMPROVEMENT INCENTIVE PROGRAM



Traffic Calming Program Policy

City Council Briefing

June 10, 2013

Presented by:

Dave Carter, PE, PTOE
Assistant Director, Development Services
Traffic and Transportation

Dave.Carter@cor.gov

(972) 744-4320



Presentation Outline

- Traffic Calming Background/History
- Speed Control Techniques
- Volume Control Techniques
- City of Richardson Policy
- Dumont Drive Study
- Q&A



Traffic Calming Background/History

- Citizens often approach the City and request traffic calming measures to address traffic issues, especially **speeding** and **cut-through** traffic on residential streets.
- Traffic calming practices originally developed in the U.S. in the 1960's and are now **commonplace in many parts of the country**, including the DFW metroplex.
- Many of these neighborhood traffic issues can be minimized or eliminated with **proper subdivision design**.
 - Access standards, street alignments, street lengths and widths, curvature, etc.
- **Older neighborhoods** may experience more challenges since different design standards were applied at the time of development.



Background / History (con't)

□ Briefings

- October 15, 2007 – Council Briefing, Traffic Calming Part 1 on Street Closures
- March 17, 2008 – Council Briefing, Traffic Calming Part 2 on Program and Proposed Policy Criteria
- June 16, 2008 - Council Briefing, Traffic Calming Policy Document and Application Process
- July 14, 2008 – Council Approved the “Traffic Calming Policy for Residential Neighborhoods”
- September 16, 2008 – HOA Presidents Meeting
- July 13, 2009 - Council Briefing, Traffic Calming and Custer / Grove Bike Lanes
- August 31, 2009 - Council Briefing, Traffic Calming Bike Lane Progress



Neighborhood Outreach

- NA/HOA Meetings – Policy has been presented to numerous associations
- Traffic Calming information and descriptions of other options are provided on the City Website
 - Speed Monitoring Awareness Radar Trailer (SMART)
 - Volunteers in Policing
 - Increased Police enforcement
- Eight groups have initiated a Traffic Calming Study; Dumont Drive is the only that has met all the criteria to date.



Traffic Calming Website

▼ Traffic & Transportation

Bicycle Facilities

Construction Project Status

Frequently Asked Questions

Master Transportation Plan

▼ Resident Information

Decorative Traffic Pole Program

Sign Topper Program

Street Use Permits

► Traffic Calming

School Safety

Traffic Count Program

Traffic Operations

Transportation Links

Traffic Count Map

[Departments](#) » [Traffic & Transportation](#) » [Resident Information](#)

TRAFFIC CALMING

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Print 

On July 14, 2008, the City adopted the Traffic Calming Policy. This policy was created to address concerns of speeding and cut-through traffic on neighborhood streets. This policy is used in conjunction with our SMART trailer.

Link

[Traffic Calming Policy Packet for Residential Neighborhoods \(PDF\)](#)

Speed Monitoring Awareness Radar Tool

The Speed Monitoring Awareness Radar Tool (SMART) is a trailer with a radar unit fixed inside. As motorists pass the trailer, a digital readout tells drivers how fast their vehicles are traveling. Directly above the digital readout is a sign posting the speed limit on that section of road. This is the first tool used to help calm traffic and remind motorists of their speed versus the posted speed limit.

At times, a police officer will be at the location of the SMART to ensure that motorists are observing the sign and controlling their speed. This is also a useful tool for residents to watch to determine how fast motorists are actually traveling down the street as well. When standing on the sidewalk closer to the roadway, 30 mph feels faster than when in your car traveling at the same speed.

If you would like the SMART to be scheduled at a location, contact Traffic Operations at 972-744-4330.

Traffic Calming Policy

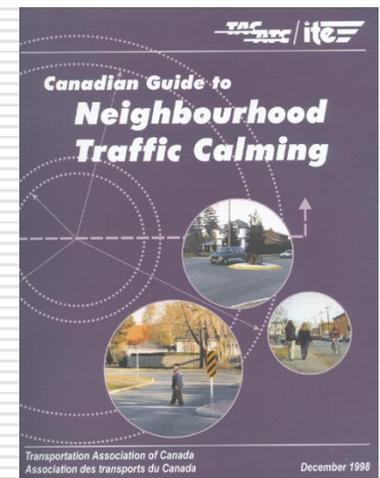
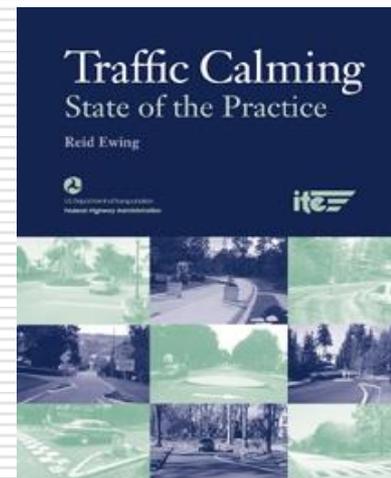
After a resident has requested the SMART trailer to be placed on their street and observed the traffic speeds, they can contact the City to initiate the process for requesting traffic calming devices on their street. Below is a brief overview of the process, but please click on the link for the entire Traffic Calming Policy to full understand how this program works.



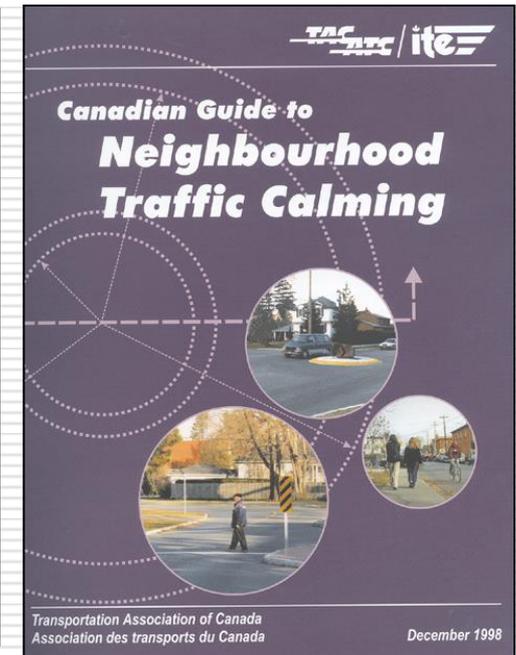
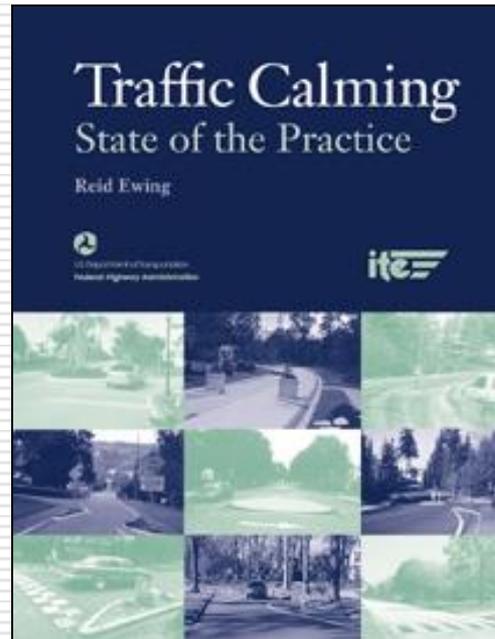
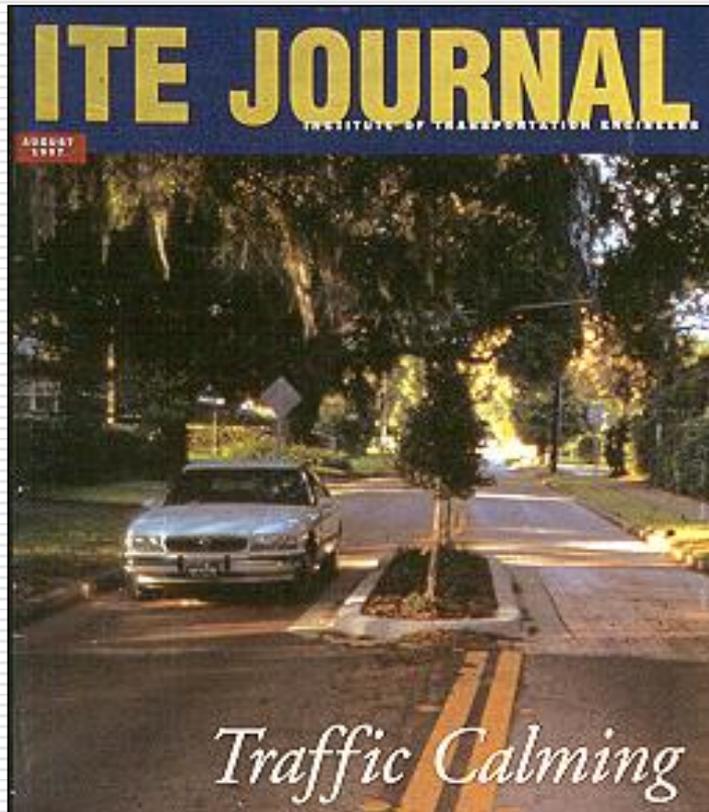
Traffic Calming –

Institute of Transportation Engineers (ITE) Standard Practice

- Definition: Traffic calming involves changes in street alignment, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes in the interest of street **safety, livability, and other public purposes**
- Traffic calming does not include adding stop signs and reducing speed limits as neither results in the **desired driver behavior**



Growing Professional Interest



TRAFFIC LOGIX
TRAFFIC CALMING SOLUTIONS

Motor vehicle crashes are the leading cause of death for children aged 2-14

NEW!
TRAFFIC LOGIX
NEXT GENERATION
RADAR SPEED SIGNS

<p>> Speed Humps</p> <p>Generally considered the most traditional of</p>	<p>> Speed Cushions</p> <p>The newest available traffic calming device,</p>	<p>> Speed Tables</p> <p>Similar to speed humps, although with</p>	<p>> Radar Speed Signs</p> <p>Traffic Logix next generation radar speed signs use unique</p>
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Traffic Calming
...for Communities

- Calming Measures
- Library
- Discussions
- Seminar Materials
- Selected Reports
- Public Information
- Locations
- Other Links

Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users!

Traffic calming goals include:

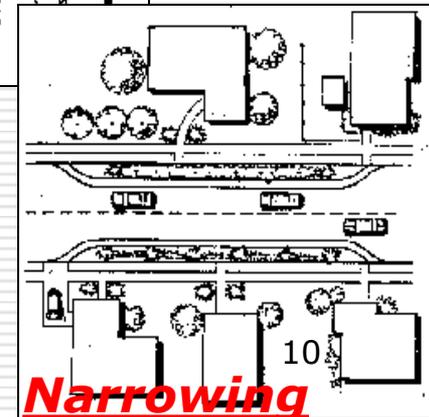
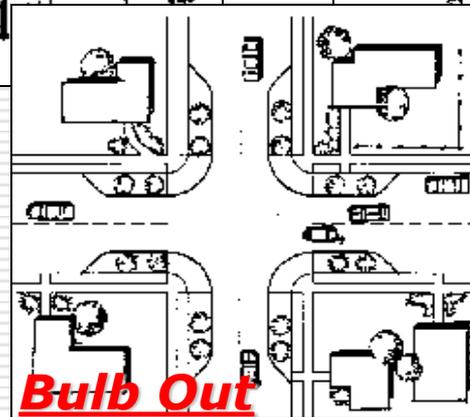
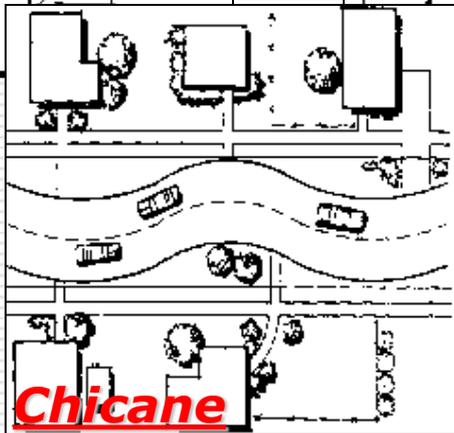
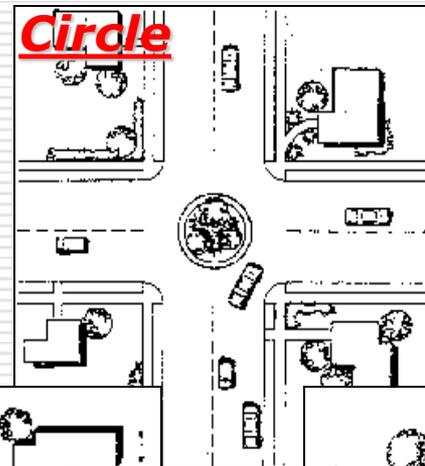
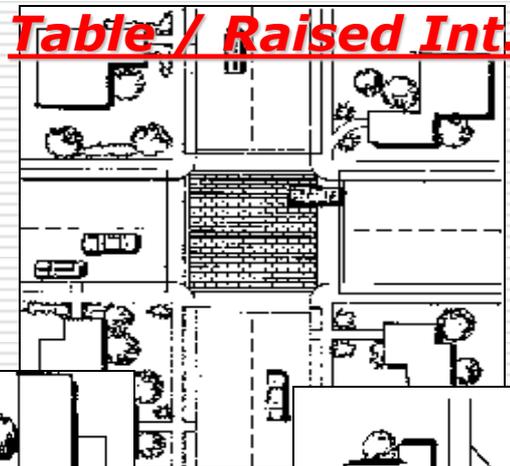
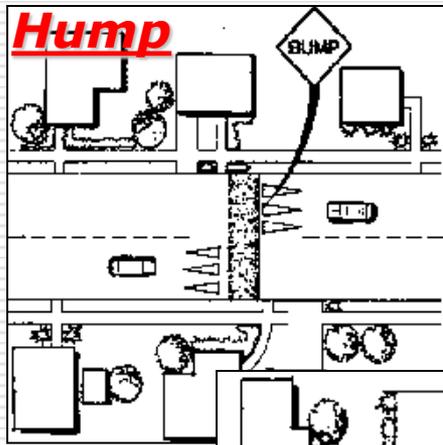
- increasing the quality of life;
- incorporating the preferences and requirements of the people using the area (e.g., working, playing, residing) along the street(s),



Speed Control Techniques

Traffic Calming – ITE Standard Practice

- Speed control measures
 - Speed humps, cushions, speed tables, raised intersections, traffic circles, chicanes, bulb-outs, narrowing, etc...



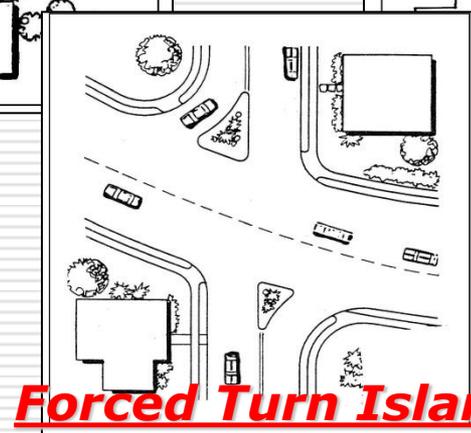
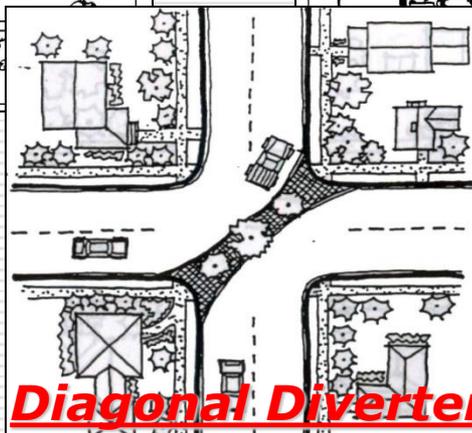
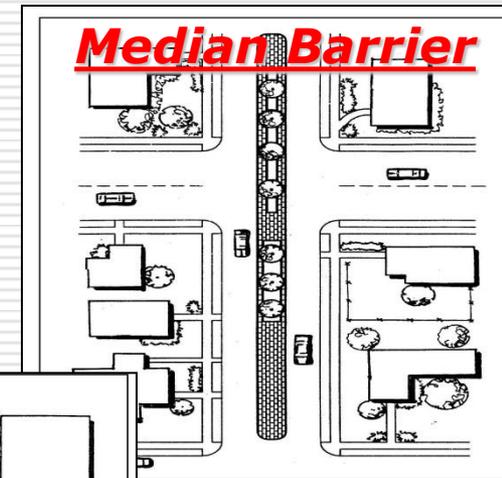
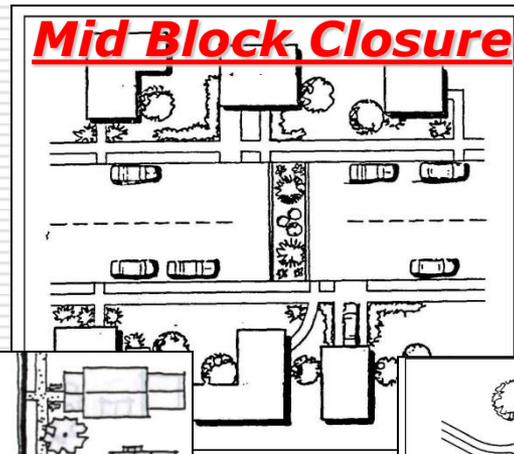
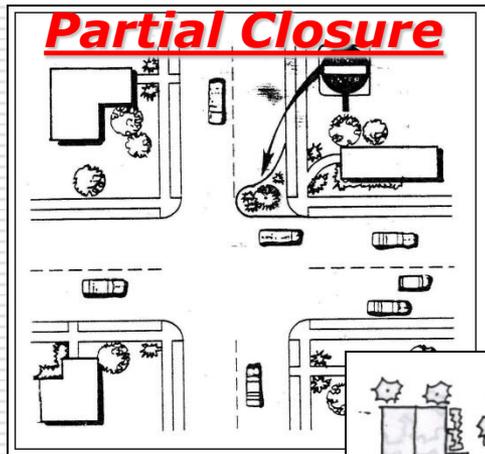
Speed Cushions



Volume Control Techniques

Traffic Calming – ITE Standard Practice

- Volume/Cut-through control measures
 - Full closures, partial closures, mid block closures, diagonal diverters, forced turn islands, median barriers, gates



City of Richardson Policy

Approved July 14, 2008 by
Resolution No. 08-08

Policy –

Eligibility Criteria

- Neighborhood Type – Predominantly residential
- Street Type – Local residential street or two-lane residential neighborhood collector with 30 mph speed limit
- Traffic Volume –
 - Speed Control 500 to 4,000 vehicles/day
 - Volume Control 1,500 to 4,000 vehicles/day
- Traffic Speed for speed control – 85th percentile measured speed at least 35 mph
- Complete submission – Application form, review fee, and petition for Primary Affected Area



Policy -

Primary Affected Area

- Definition
 - Street(s) to be closed or street(s) where traffic calming measure/device will be installed
 - Streets in the area likely to experience an increase in traffic or diversion as a result of the installation of the traffic calming device
 - Intersecting streets that depend on the street(s) under discussion for access and circulation
- Primary Affected Area is established by City staff (Assistant Director of Development Services – Traffic and Transportation) based on the pre-application meeting with the applicant



Primary Affected Area - Example

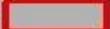


Sample Primary Affected Area Speed Control Measure

Neighborhood Traffic Calming



Legend:

Affected Area - 

Target Street - 

Speed Hump - 

Affected Street - 

0 62.5 125 250 Feet



Primary Affected Area - Example

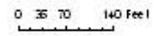


Sample Primary Affected Area
Volume Control Measure

Neighborhood Traffic Calming



Legend:
Affected Area - 
Target Street -  Affected Street - 



Policy –

Application/Review Process

- Pre-application meeting with City
- Trial installation/closure application
 - Application signed by HOA/neighborhood representative and applicant
 - Petition - 50% of owners in Primary Affected Area in favor of trial installation/closure
 - Review fee - \$250 to partially offset study costs
- City staff review
 - Traffic studies (volume, speed, classification)
 - Coordination with other departments and outside agencies
- Staff approval of trial speed control measure and permanent installation if eligibility and neighborhood concurrence criteria are met
- City Council approval of trial volume control measure and permanent installation if eligibility and neighborhood concurrence criteria are met
 - Cost estimates and funding share must be identified



Policy –

Process for Speed Control Measure

- **Minimum two-month trial** period – projects implemented in order of priority and limited to annual funding levels
 - **Temporary speed control device installed**
 - Contact information posted for feedback
- **City evaluation** of trial period impacts. If the studies show the device to be effective without any unexpected negative impacts and is approved by all necessary staff, the property owners in the Primary Affected Area will be polled to confirm approval
- **Letter to property owners with return ballot**
 - **75% of respondents must agree** to retain speed control installation
 - **50% ballot return rate** required
 - If less than 75% concur, temporary devices will be removed as soon as practical
- **If approved, installation of speed control device is finalized, Cushions would be the permanent solution**
 - Must remain in place for 2 years before a removal request will be considered
 - Future removal requests must follow the same application process



Policy –

Process for Volume Control Measure

- Minimum two-month trial period
 - Temporary barricades installed
 - Contact information posted for feedback
- City evaluation of trial period impacts
 - Preliminary design/cost estimates developed
- Letter to property owners with return ballot
 - 85% of respondents must agree to permanent closure
 - 50% return rate required
 - If less than 85% concur, temporary barricades will be removed as soon as practical
- City Council meeting
 - Staff report on impacts of trial closure, cost estimates, public input received
 - Additional public comment
 - Council decision
- If approved, permanent closure implemented after design is finalized and funding is available



Policy –

Funding

- No cost to applicant for implementing speed control devices beyond the initial \$250 review fee.
- Subsequent to initial traffic studies, if a trial installation is warranted, funds are sought through the annual budgeting process
- Speed control projects to be implemented in order of priority based on measured speed above 35 mph and limited to annual funding levels.
 - Lower priority projects may be implemented sooner if fully funded by applicant.
- Due to the higher costs associated with volume control measures and street closures, these projects are not included in the budget and may require placement on the City's Capital Improvement Program (CIP) list for future bond program funding. Cost-sharing to be discussed with Council at the time of project approval.



Dumont Drive Study

Dumont Drive

- Pre-submittal meetings with applicants – Nov, 2010
- Application with Petition submitted April, 2011
 - 64% of property owners in area signed petition
 - 72% of property owners on Dumont signed petition
- Traffic and speed studies conducted with school in session in November 2011.
- Measured Traffic Volumes and 85% Speeds
 - 700 Block Dumont – 720 vpd, 35 mph
 - 700 Block Scottsdale – 200 vpd, 32 mph
 - 700 Block Nottingham – 290 vpd, 31 mph
- Trial speed cushion projects installed in 700 block starting in May 2013 after roadway was reconstructed and overlaid with new asphalt.
- Traffic Study will be updated and evaluated.
- If study meets study staff approval, ballots will be sent to residents after 60 days of trial. Requires 75% concurrence for cushions to remain in place.²⁴



Dumont Drive (700 Block)



Dumont Dr.
Primary Affected Area

Potential Speed Cushion



0 40 80 120 160 Feet

City of Richardson - Development Services
(972) 744-4320

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April 2011



Dumont - Photos



Discussion/Feedback
