



*Joint Work Session
City Plan Commission / City Council*

December 17, 2012

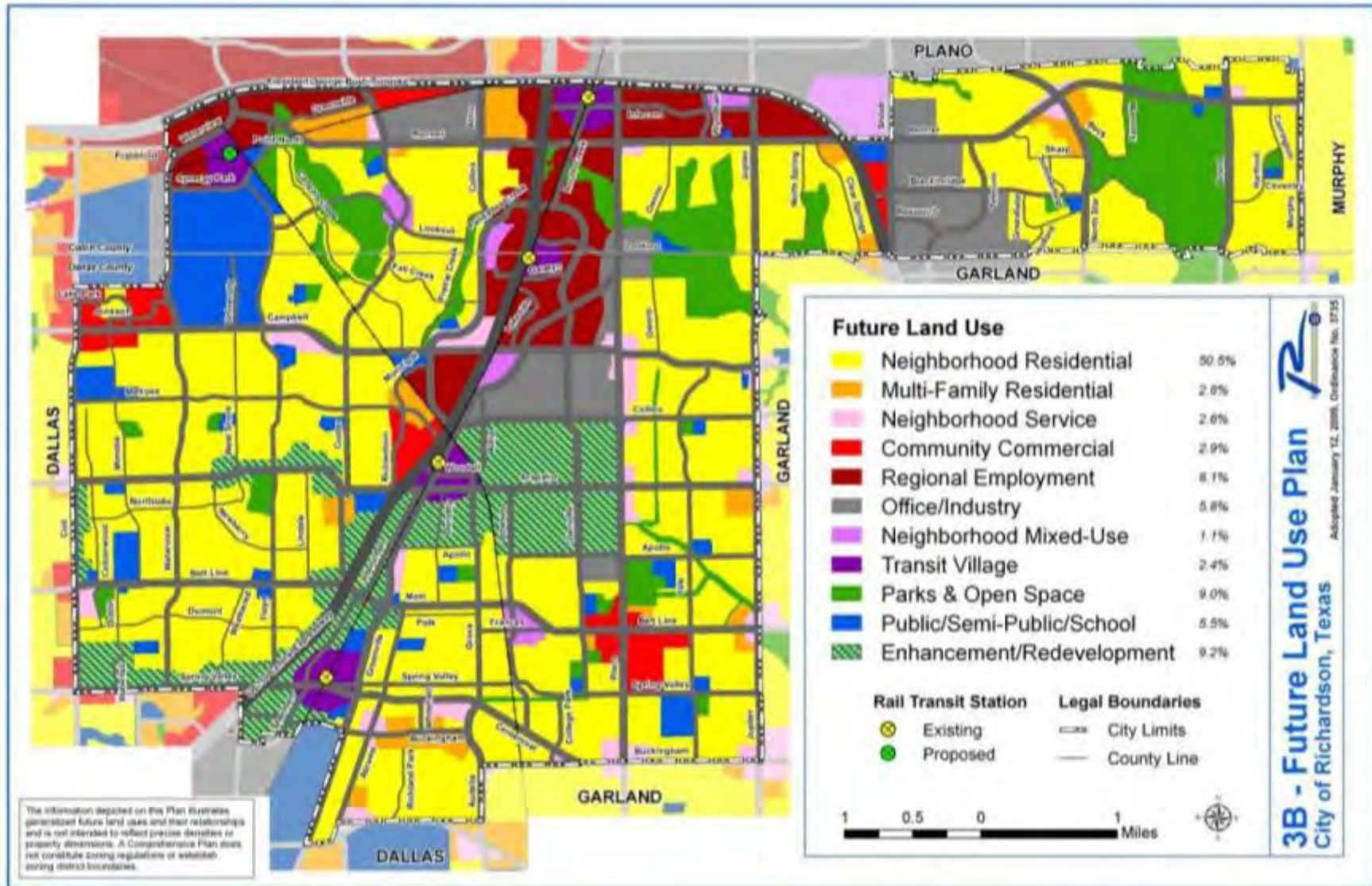
Image Source – Richardson Public Library

Agenda

- Project Introduction
- Corridor Overview - Highlights
- Vision for the Future
- Framework Plan
- Focus Areas
- Implementation
- Next Steps

Project Introduction

2009 Comprehensive Plan



2009 Comprehensive Plan

Six Enhancement / Redevelopment Areas for further study

- West Spring Valley (*complete*)
- **Old Town/Main Street (*underway*)**
- **Central (*underway*)**
- East Arapaho/Collins (*underway*)
- West Arapaho
- Coit

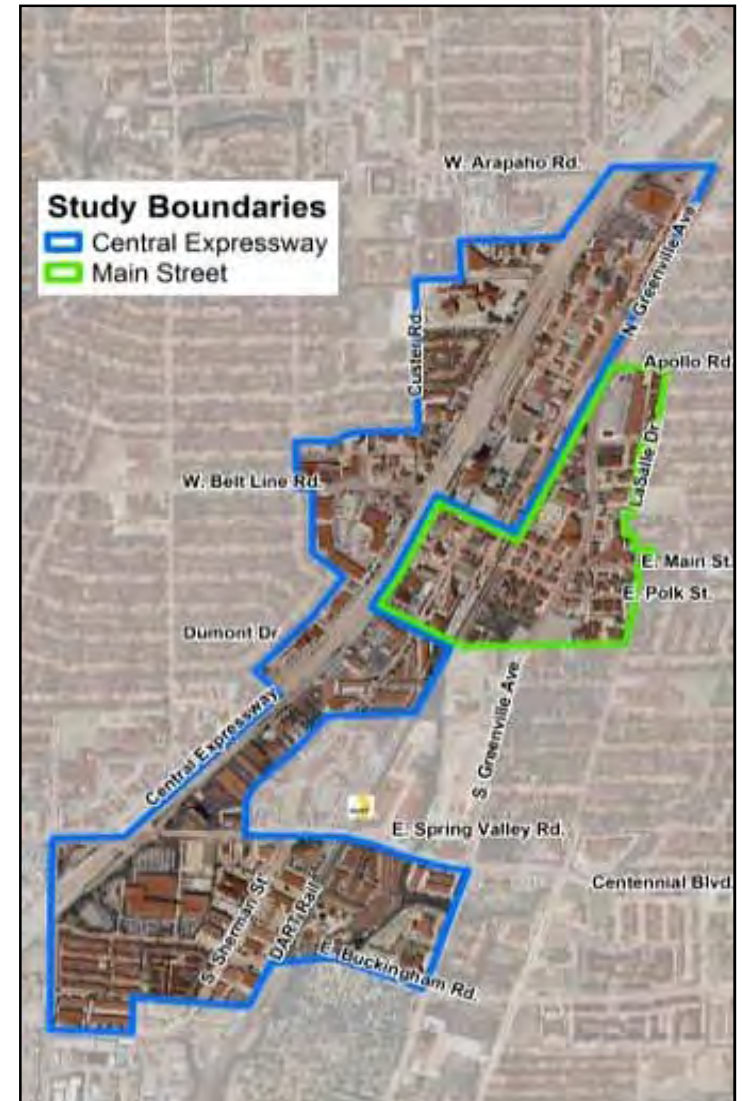


Reflect the challenges of a first-tier **suburb**—**aging development and infrastructure; under-performing properties; evolving demographics**

Reinvestment, redevelopment encouraged after further, detailed study to determine redevelopment potential

Study Area Boundaries

- **Main Street and Central Expressway** (415 acres) have been **combined** into a single study
 - Overlapping issues and stakeholders
 - Better efficiencies
- **Separate standards can be created** for the two distinct sub-areas, if appropriate



Study Approach

- Develop a **plan for the future** of the Main Street/Central Expressway Corridor
 - Determine **market viability** for redevelopment
 - Engage **stakeholders**
 - Develop a **vision based on community goals and market realities**
 - Create an **implementation strategy**
 - Amend zoning and other standards to support redevelopment, if appropriate, as a later phase
 - Determine if opportunities exist for public/private partnerships
- **Plan now**—not after property begins to redevelop—for best results

Study Approach

- Study team (City Staff, consultants) has been working to
 - **Inventory existing conditions**
 - **Understand the market**
 - **Identify barriers to reinvestment**
- Stakeholders (business owners, property owners, community members, others) have been providing input through
 - **Community meetings**
 - **Online surveys and questionnaires**
 - **Facebook page**
 - **Individual/small group workshops and discussions**



Study Approach

- Suggestions, ideas, concepts gathered through these efforts have been translated into a series of **preliminary visions/ vision elements for the future** of the study area
- These preliminary visions/vision elements have been **tested with the stakeholders** in additional meetings, surveys, questionnaires



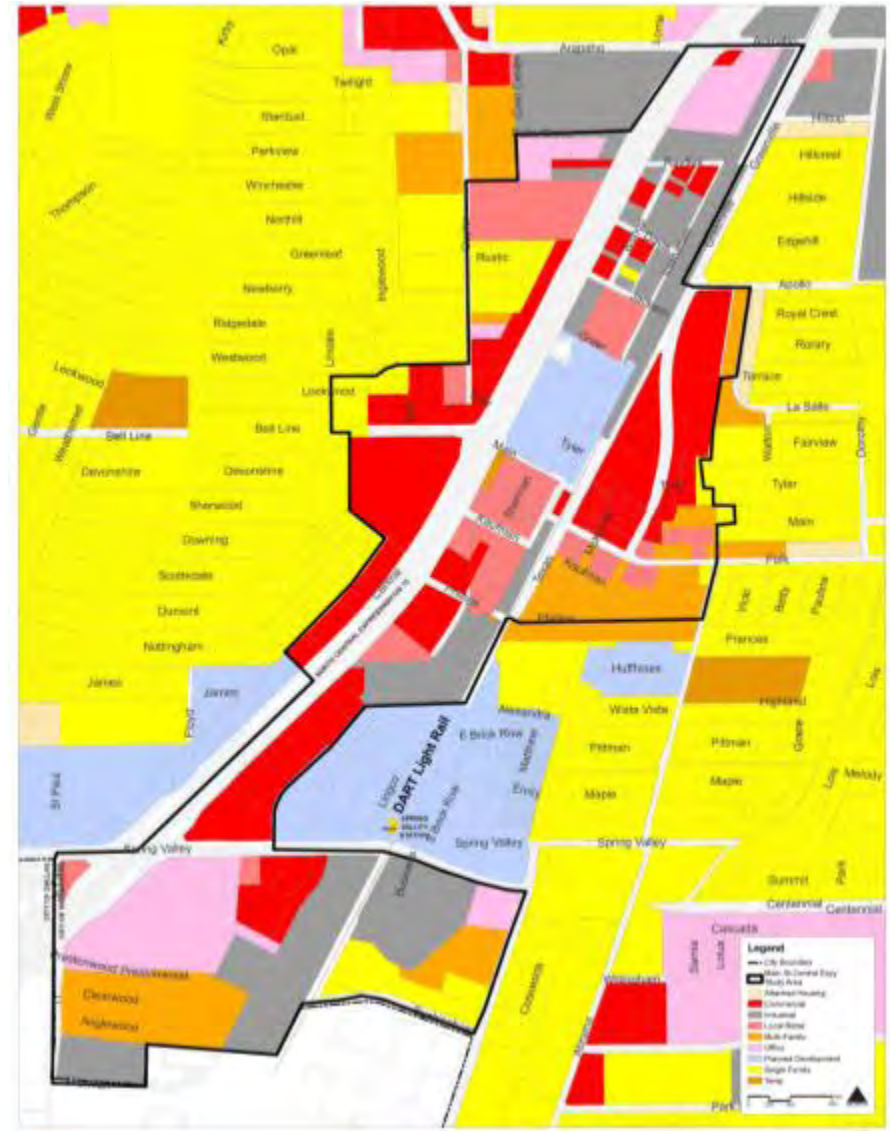
Project Status

- ✓ There have been introductory and status update **briefings** at the City Council and City Plan Commission
- ✓ **Online resources** are have been used to increase awareness, participation and to collect additional comments (webpage, online survey and questionnaire, Facebook page)
- ✓ An **Open House** was held (July 10)
- ✓ The **Focus Group Workshop** (September 15) and **Individual and Small Group Interviews** (September 18 and 19) were conducted to prepare for the **Community Workshop** (September 19)
- ✓ This **Final Public Input Session** for this phase of the project has been held (November 8)
 - Part 1 of the **draft final report and recommendation** on the first phase of the project will be presented to the City Council and City Plan Commission this evening (December 17)
 - Part 2, the **draft implementation plan**, will be presented to the City Council next month (January 28)

Corridor Overview - Highlights

Existing Zoning

- The majority of the properties in the corridor are zoned **commercial and local retail**
- **Office zoning** also exists on key corners at **Spring Valley and Arapaho** (Arapaho is currently a car dealership – has multiple zoning categories in place)
- A large **PD** (Planned Development) is located at the corner of **US 75 and Main Street**



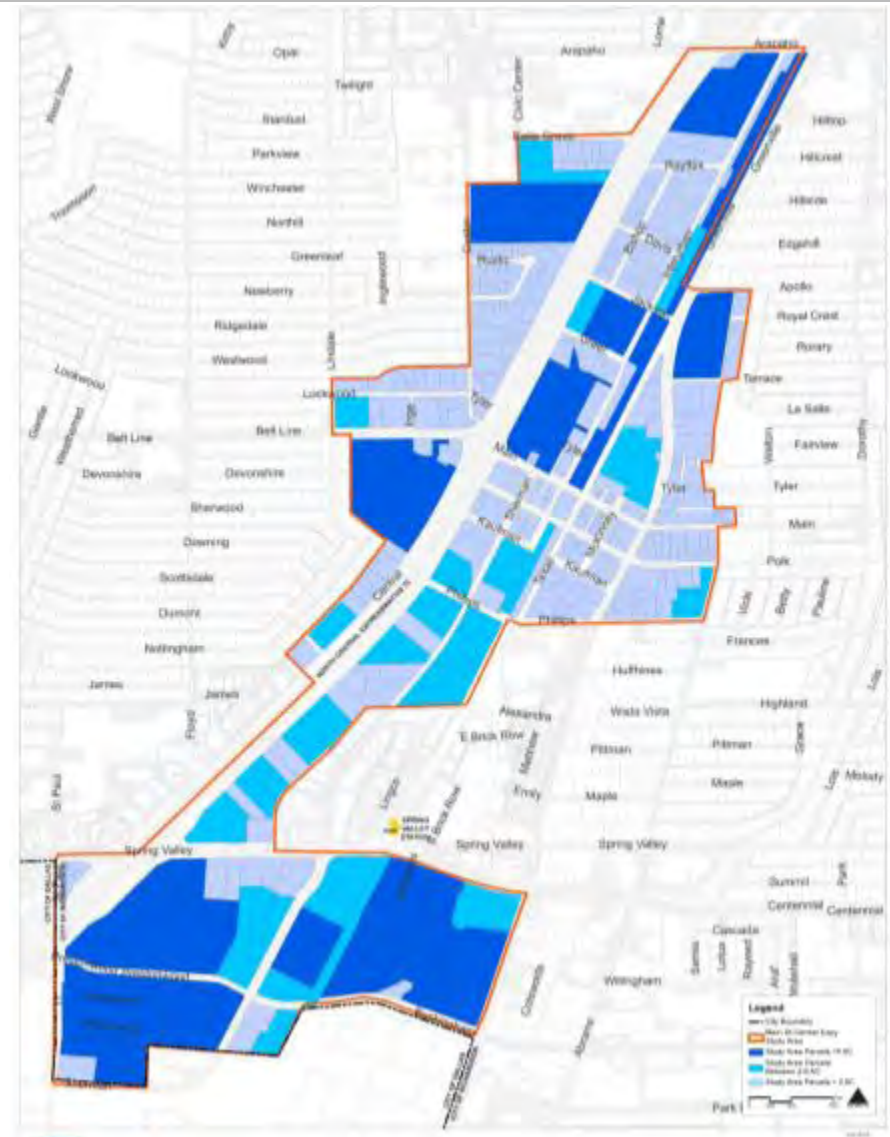
Existing Parcel Lot Coverage

- **Surface parking** is the predominant feature in the corridor
- This is indicative of a corridor with a suburban development pattern
- **Green spaces** become more prevalent **at the edges** of the corridor, and along the **DART Rail ROW (mostly on private property)**



Existing Parcel Size

- **19 parcels** (42.6% of the study area) are **greater than 5 acres**
- **287 parcels** (23% of the study area) are **less than 1 acre**



Trade Area

- A Trade Area is intended to represent that **area from which uses will capture a share of market demand**
- Factors that influence the shape of a trade area include:
 - Physical and psychological barriers
 - Presence of activity generators
 - Travel patterns and right-of-ways
 - Competition
 - Others



Main/Central Trade
Area Boundary

Demographic Overview

- Both the Main/Central Trade Area and the City are **largely built-out** and therefore are **projected to grow at less than 1/2 the rate of the DFW Metroplex** overall
- Both the **Trade Area and the City skew considerably older** than the Metroplex age profile
- Most of the **Trade Area indicators are similar to those of the City's**, with the exception of a higher degree of renter-occupied households

Data for 2010 unless noted	Main/Central Trade Area	City of Richardson	DFW Metroplex
2000 Population	485,642	91,802	5,197,317
2012 Households	189,300	39,200	2,475,000
Annual Household Growth (2012-2022)	0.9%	0.8%	1.8%
Average Household Size	2.51	2.54	2.73
Percent Non-Family Households	38%	34%	31%
Percent Renters	49%	38%	38%
Percent Age 65+	12%	13%	9%
Percent Age 0 - 19	26%	26%	30%
Median Age	36.2	36.8	33.8

Source: U.S. Census Bureau; North Central Texas Council of Governments; Claritas, Inc.; & Ricker | Cunningham.

Demographic Overview

- Both the **Trade Area and City** have a higher degree of college-educated residents, as compared to the Metroplex overall
- Incomes in the Trade Area are lower than for the City**, but comparable to those for the Metroplex
- The ethnic profile of the **Trade Area** parallels that of the Metroplex, which indicates a **higher degree of ethnicity than for the City**

Data for 2010 unless noted	Main/Central Trade Area	City of Richardson	DFW Metroplex
Percent w 4-yr College Degree	50%	50%	29%
Percent Self-Employed (16+)	6%	7%	6%
Median Household Income	\$53,900	\$64,800	\$53,600
Per Capita Income	\$31,400	\$31,800	\$26,800
Percent with Income <\$25K	19%	17%	21%
Percent with Income \$100K+	23%	29%	23%
Percent Hispanic (of any race)	28%	16%	27%
Percent African-American	14%	9%	14%
Percent Asian	9%	15%	5%

Source: U.S. Census Bureau; North Central Texas Council of Governments; Claritas, Inc.; & Ricker | Cunningham.

Lifestyle Segments (Psychographics)

- Psychographics describe the characteristics of people and neighborhoods as to their **attitudes, interests, opinions and lifestyles**. PRIZM (Claritas, Inc.) is a leading system for characterizing neighborhoods and the local workforce into one of 65 distinct market segments
- Commercial **retail developers** are interested in a community's psychographic profile as an indication of **resident's propensity to spend** across select retail categories.
- Residential developers** are interested in understanding this profile as it tends to suggest preferences for certain **housing product types**
- The Main/Central Trade Area is **dominated by more affluent psychographic segments**, several of which suggest lifestyle preferences that favor an infill urban living environment

Top Trade Area PRIZM Segments

Social Group	Area Households	% of Total Households	U.S. Index=100
Urban Achievers	17,035	13.6%	623.7
American Dreams	9,910	7.9%	249.2
Big City Blues	9,346	7.5%	464.0
Money and Brains	8,537	6.8%	231.5
Multi/Cuti Mosaic	6,039	4.8%	195.2
Urban	50,867	40.7%	--

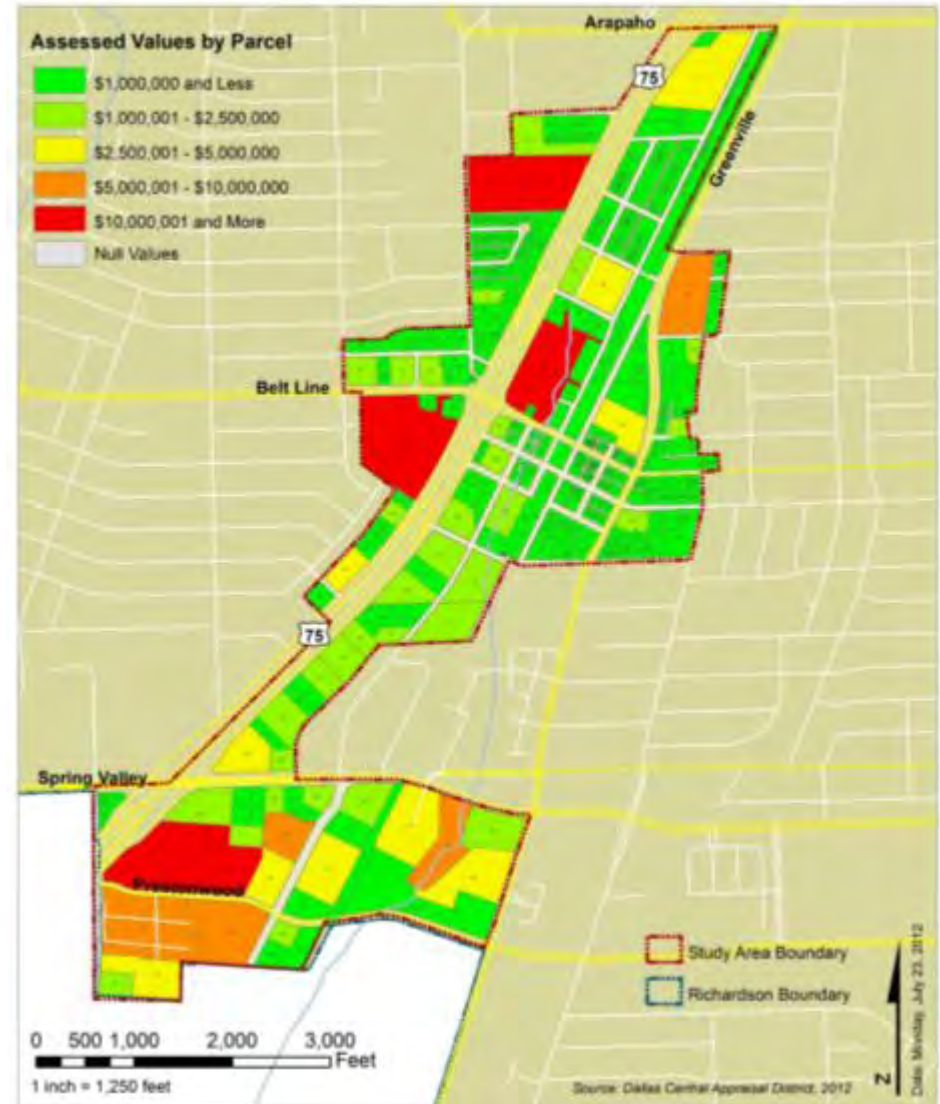
Social Group	Area Households	% of Total Households	U.S. Index=100
Brite Lites, Li'l City	6,756	5.4%	232.8
Up-and-Comers	4,890	3.9%	209.6
Second City Elite	3,788	3.0%	164.8
Middleburg Managers	3,328	2.7%	92.5
Upward Bound	3,205	2.6%	104.6
Second Cities	21,967	17.6%	--

Social Group	Area Households	% of Total Households	U.S. Index=100
Executive Suites	9,653	7.7%	556.8
Movers and Shakers	7,839	6.3%	250.0
New Beginnings	7,274	5.8%	255.2
Pools and Patios	6,104	4.9%	240.5
Upper Crust	6,068	4.9%	207.6
Suburbs	36,938	29.6%	--
Total Top Segments	109,772	87.9%	--
Total Trade Area	189,300	100.0%	--

Source: Ricker|Cunningham.

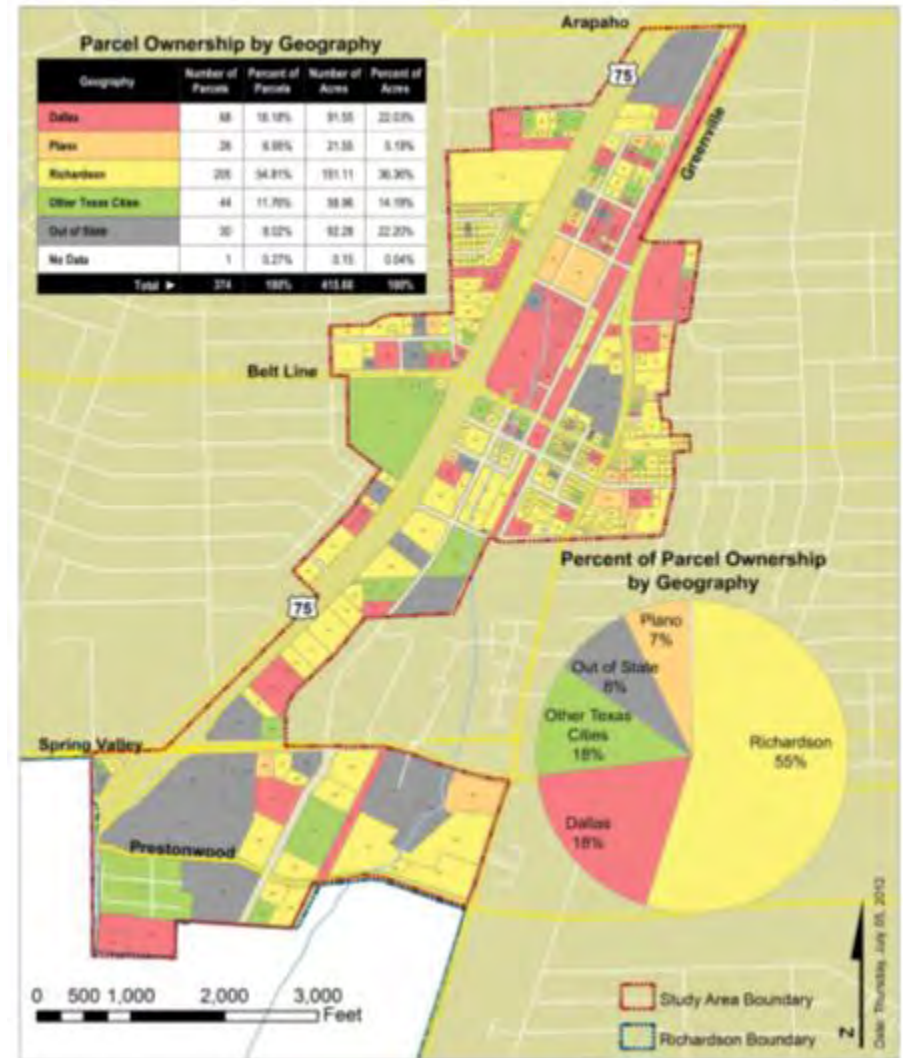
Assessed Valuations

- Shows where investment values are concentrated
- High percentage of Study Area parcels are lower value (< \$1mil.), indicating preponderance of small businesses, as well as vacant and under-utilized parcels
- Higher-value (newer) investment concentrated at either end of the Study Area and at the intersection of Belt Line/Main Street and Central Expressway
- Given proximity to US 75, Study Area could be characterized as underdeveloped



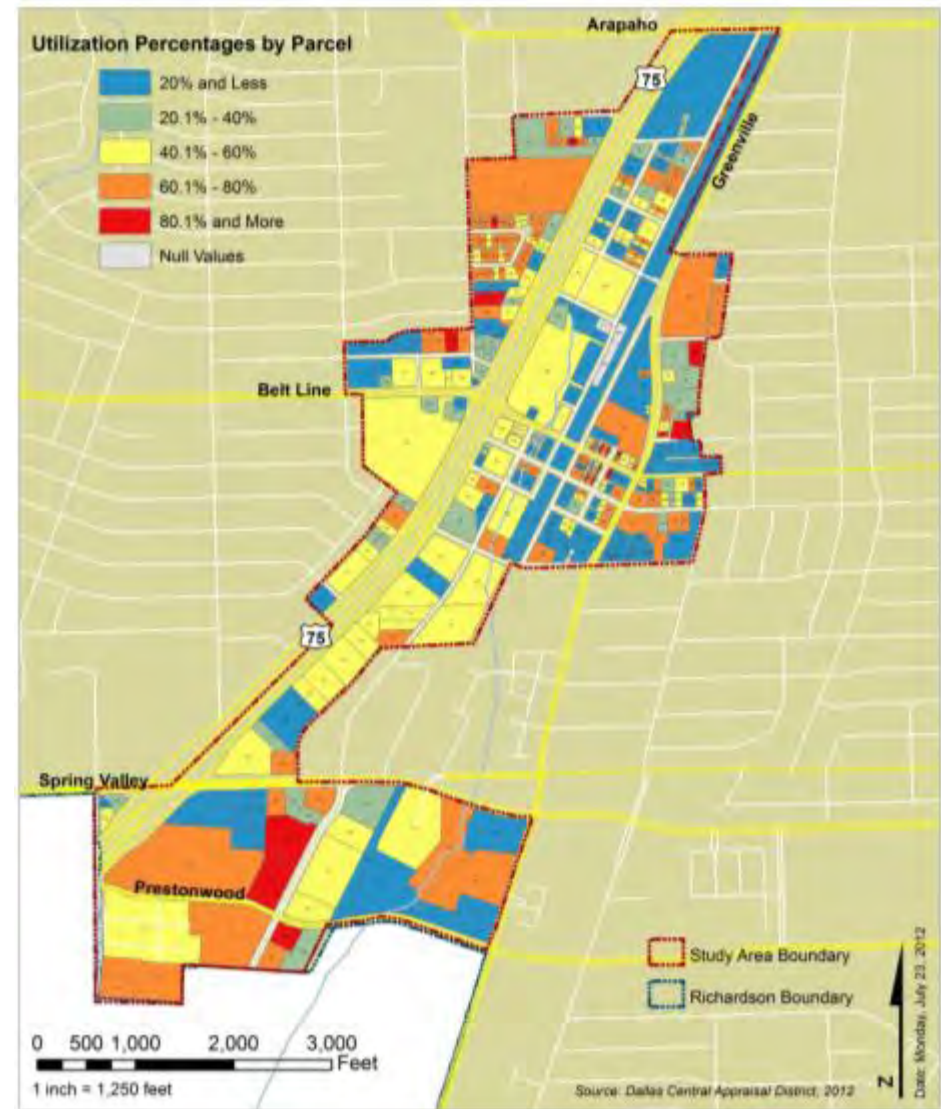
Property Ownership

- In any revitalization area, **strong presence of local property ownership is desirable** (attention to investment rather than piece of larger portfolio)
- **Richardson, Dallas, and Plano property owners control 80% of Study Area parcels**, representing over **60% of Study Area acreage**
- Only **8% of properties are owned by out-of-state interests**, but those properties represent **22% of total Study Area acreage**



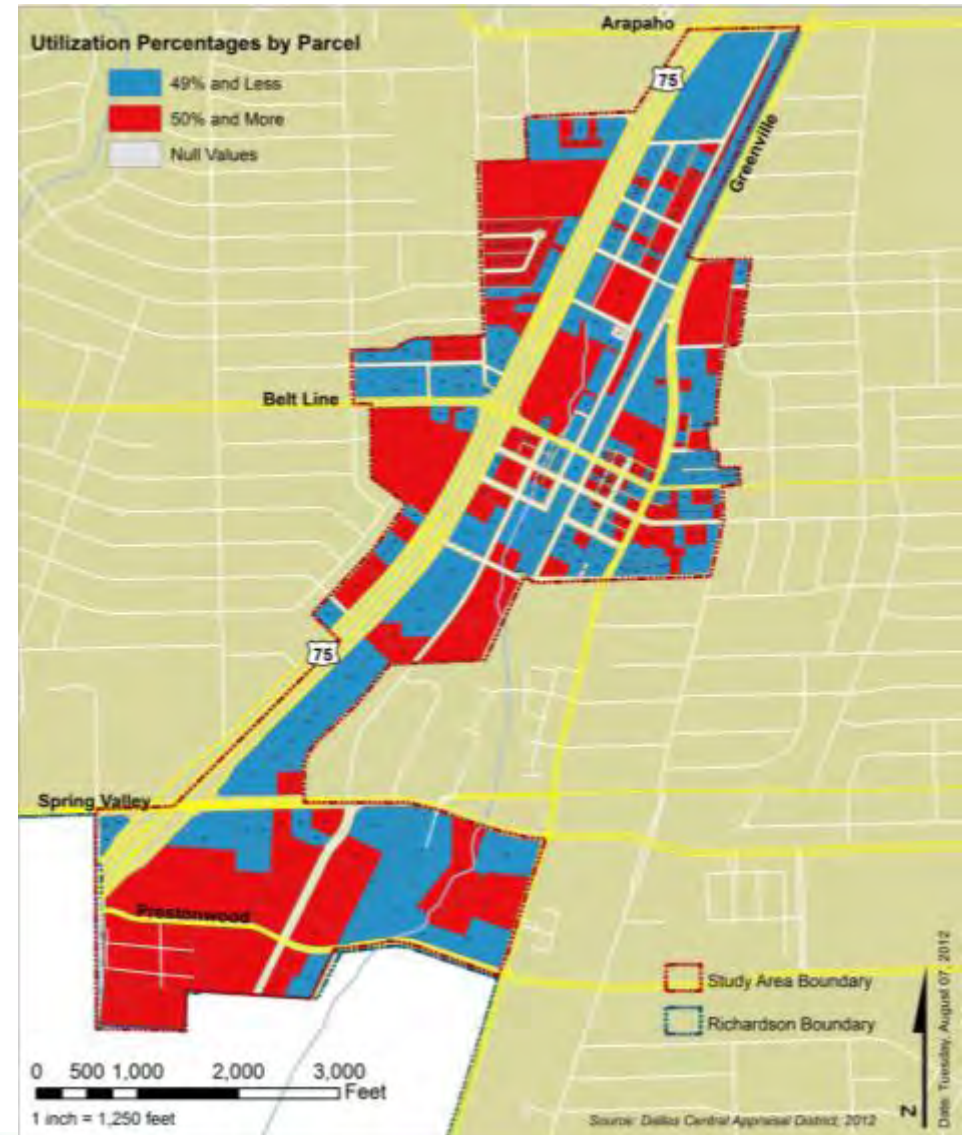
Property Utilization

- Perhaps the most effective measure of an area's "ripeness" for revitalization/redevelopment
- Measures **economic utilization of property** – amount of investment concentrated on site (**relationship of improvement to land value**)



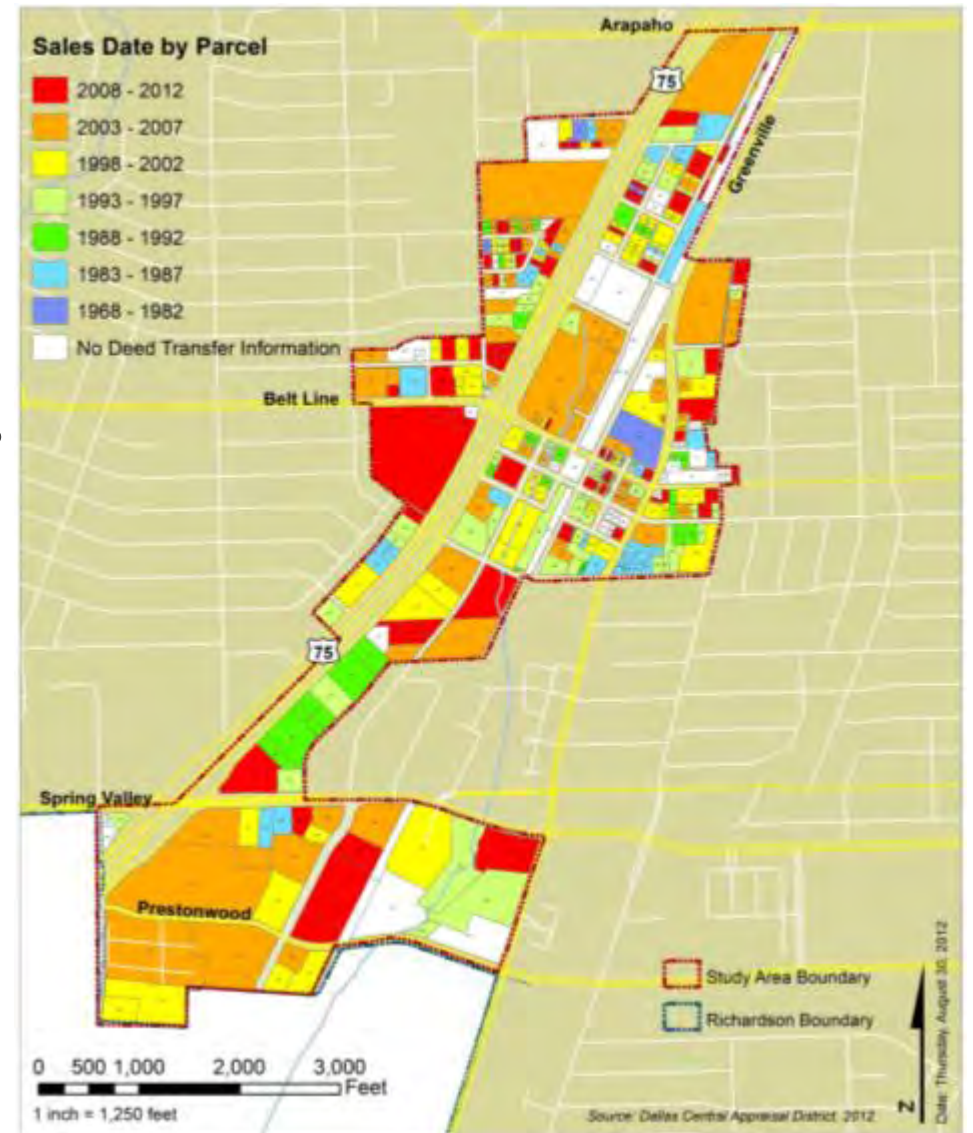
Property Utilization Summary

- Study Area shows a **relatively high percentage of property could be considered “under-utilized”** (i.e., improvements represent less than 50% of total value)



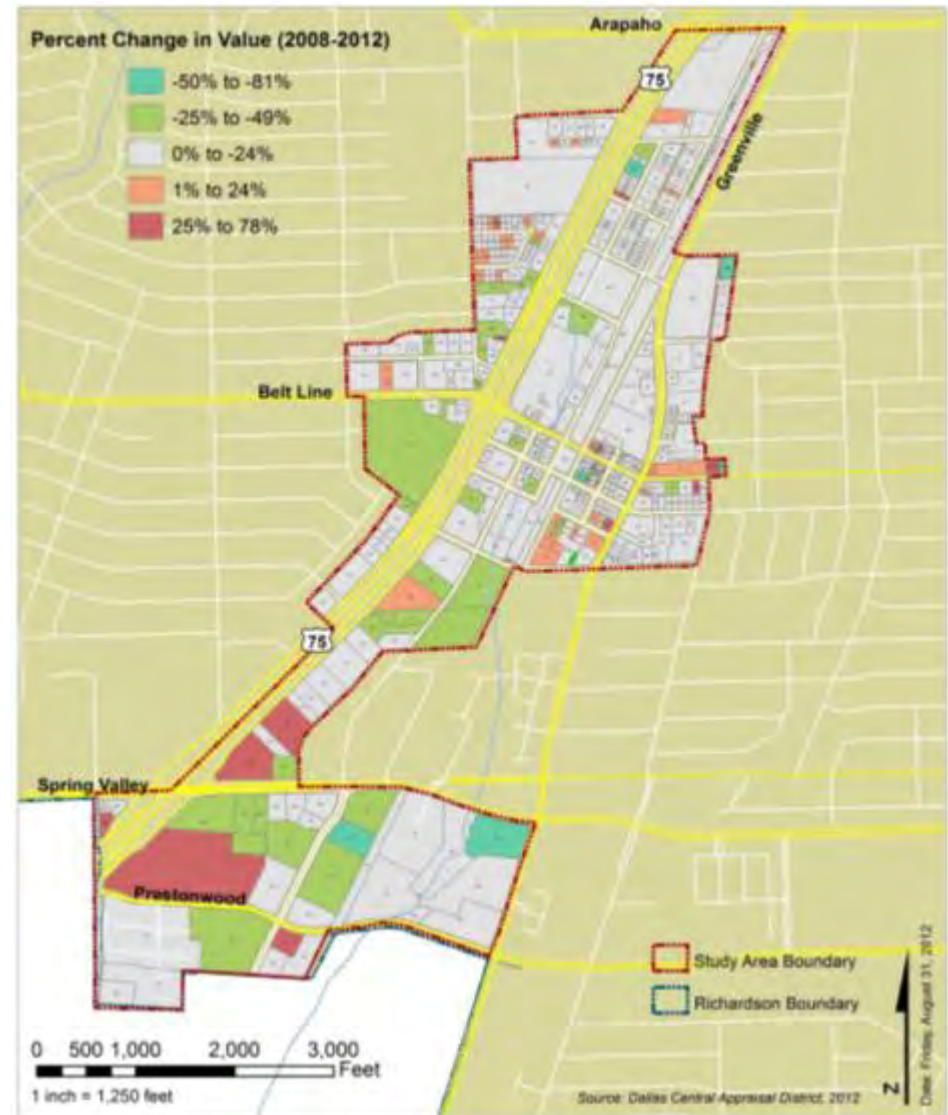
Sales Date by Parcel

- Property sales dates influence individual site's ability to redevelop
- **Parcels that have been held for longer periods of time are more likely to have had outstanding loans paid in full**, allowing owners to look at options for re-investment



Percent Change in Value

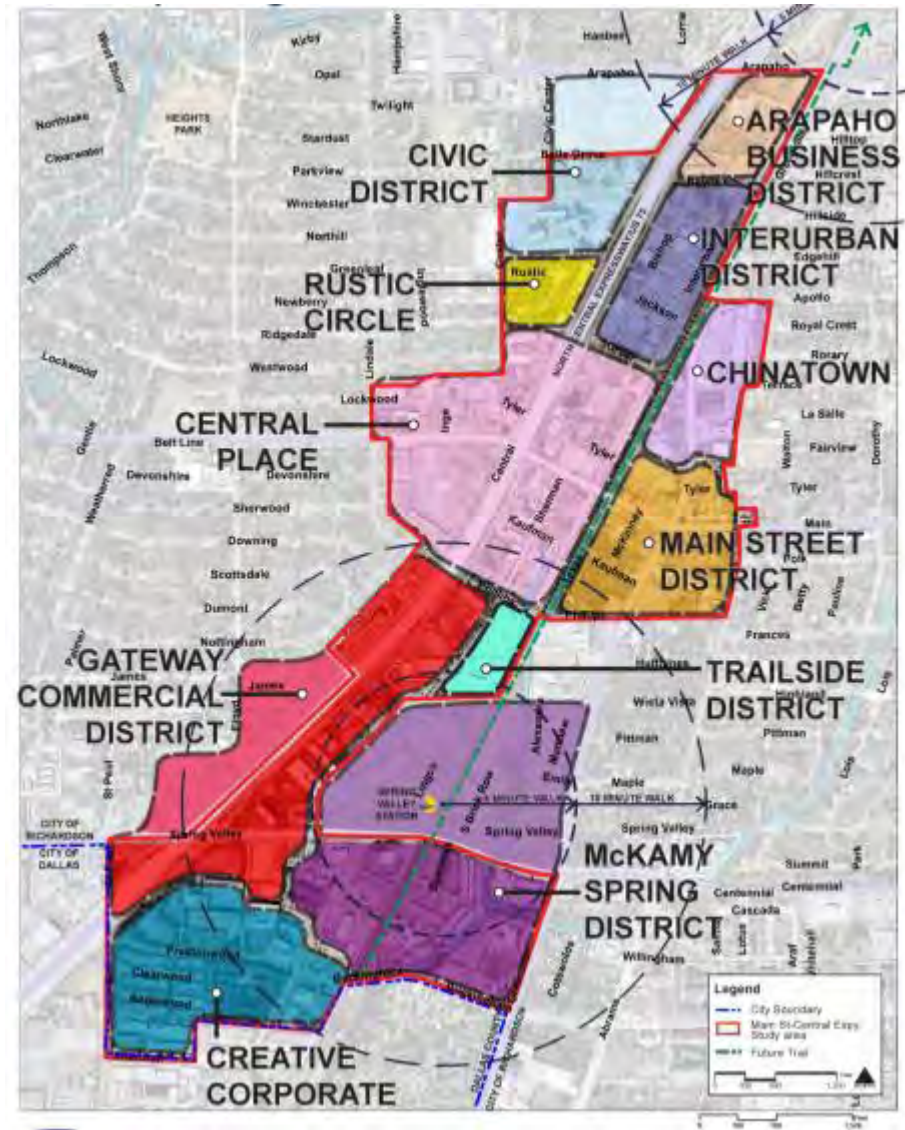
- Properties with a positive change in value are less “ripe” for revitalization/redevelopment than those that are depreciating in value
- The majority of parcels within the study area are either stable or depreciating in value



Vision for the Future

Concept Plan

- The Concept Plan aligns
 - Existing **physical conditions**
 - Existing **opportunities and constraints**
 - Anticipated **future real estate/ market factors**
 - **Community desires**
- The plan also balances
 - **Short-term** opportunities that can be achieved with **minimal investment**
 - **Longer-term** vision elements that will require **public and private sector initiatives**



Concept Plan – Creative Corporate

- 63 developable acres
- Focuses on **attracting creative, innovative corporations** to the Corridor
- Supports public desire to attract businesses oriented to **creativity, design, and “knowledge” workers**



Concept Plan – Gateway Commercial District

- 50 developable acres
- Focuses on creating a **commercial development “gateway” to Richardson**
- **Builds upon, supports and extends** the vision established for the area West of Central in the **West Spring Valley Vision** study



Concept Plan – McKamy Spring District

- 62 developable acres
- Establishes **future phases** for ultimate build out of **Transit Oriented Development** at the Spring Valley Station
- Provides **support housing** for Creative Corporate and Gateway Commercial Districts



Concept Plan – Trailside District

- 10 developable acres
- Positions Richardson as a community concerned with **sustainability and the arts**
- Focuses on **adaptive reuse of existing industrial buildings**



Concept Plan – Central Place

- 78 developable acres
- Creates a **vibrant, mixed-use district** at the heart of the study area
- Focuses on supporting **infill development to create an “address”** in the Corridor



Concept Plan – Main Street District

- 37 developable acres
- Creates a **multi-generational, eclectic** “heart” for the community based on a **mix of uses and cultures**, and a **mix of old and new**
- Provides an additional **opportunity for an entertainment destination** in the community



Concept Plan – Chinatown

- 22 developable acres
- Builds a vibrant, **mixed-use district within existing infrastructure**
- Has potential to evolve as a **center for tourism and education** related to Chinese culture



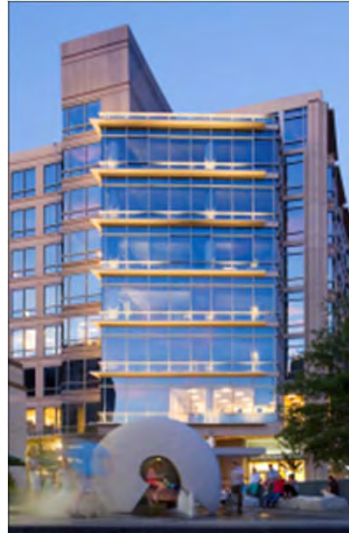
Concept Plan – Interurban District

- 25 developable acres
- Creates an **edgy, mixed-use district** built upon the existing bones of the district
- Focuses on **adaptive reuse of existing buildings** and **targeted infill** development



Concept Plan – Arapaho Business District

- 16 developable acres
- Creates a **new location for business development** along the U.S. 75 corridor
- Will **likely occur after the development of sites that are closer to the Arapaho Transit Center**



Concept Plan – Rustic Circle

- 10 developable acres
- Promotes the **continued revitalization** of the neighborhood through **investment in existing homes** and the **continued transformation into a multi-generational neighborhood**



Concept Plan – Civic District

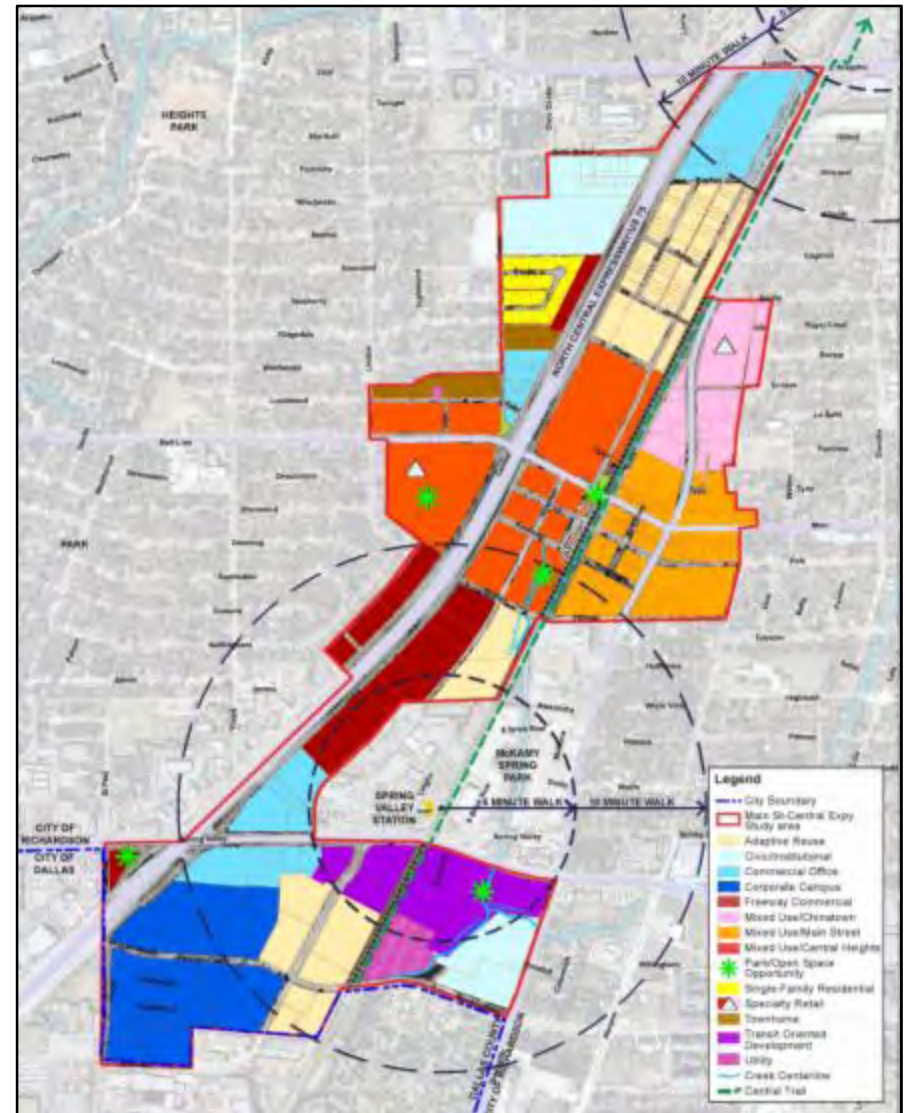
- 23 developable acres
- **Builds upon the civic and institutional uses** currently in the area to create a cohesive district **through streetscape improvements and consistent urban design elements**



Framework Plan

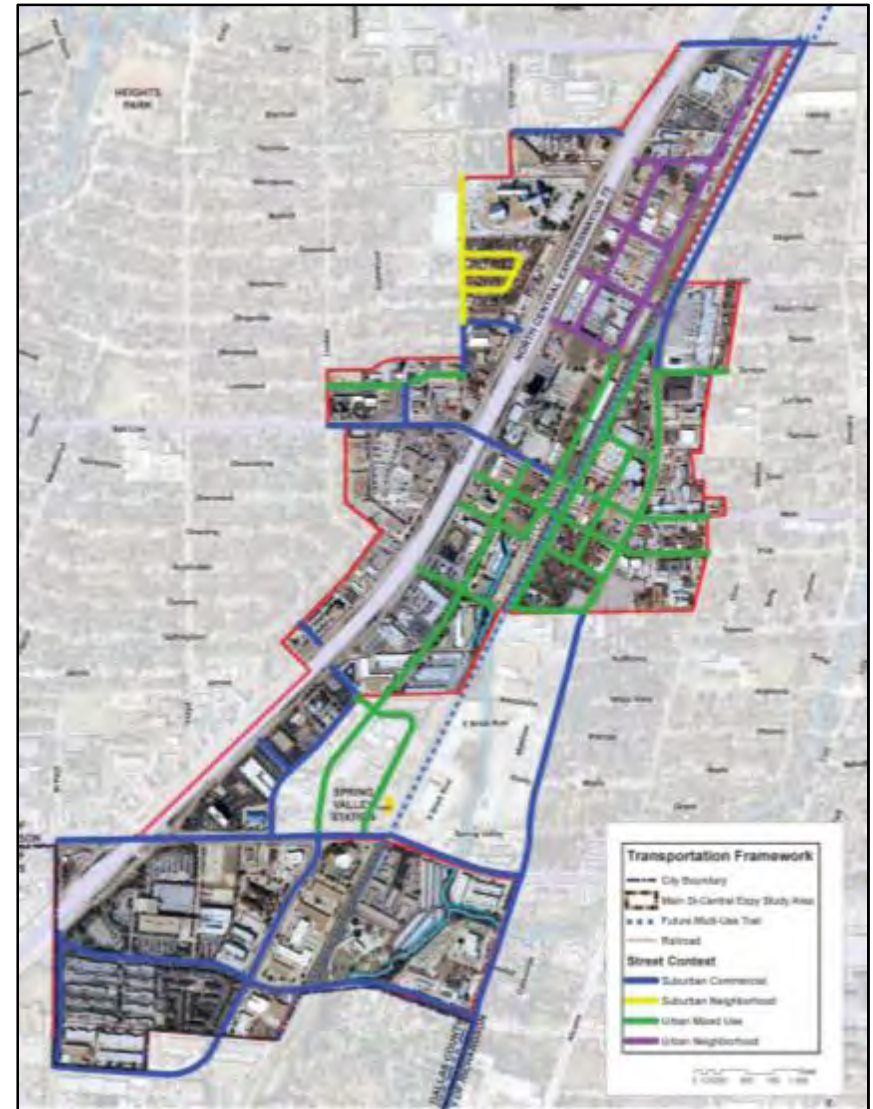
Land Use Framework - Draft

- Identifies the **multiple land uses that will support the overall vision** established for the Main Street / Central Corridor
- Can be used as a **tool to identify inconsistencies between the future vision and existing zoning** within the study area



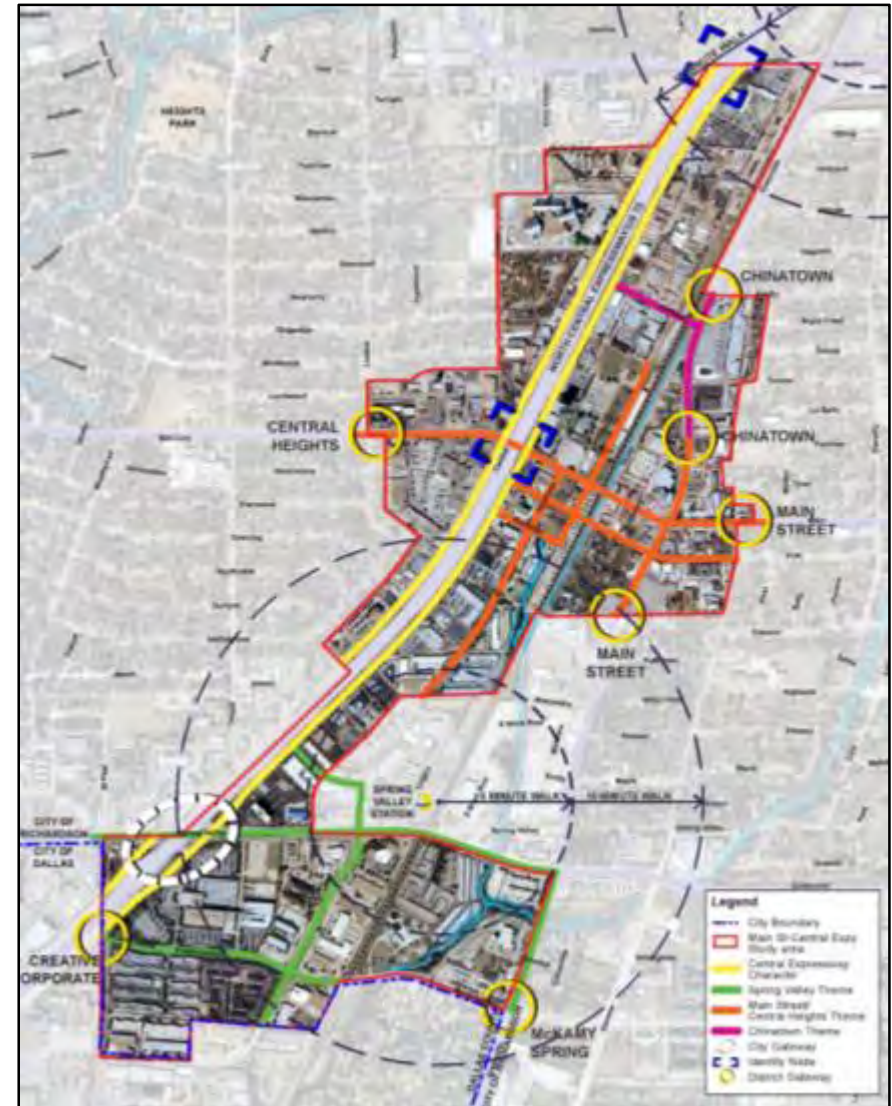
Transportation Framework - Draft

- **Identifies and locates the multiple street types** that will support the overall vision
- Can be used as a **tool to identify future infrastructure investments that will support mobility** – vehicular, transit, bicycle, pedestrian – within the study area to prepare for private sector investment in the form of new development



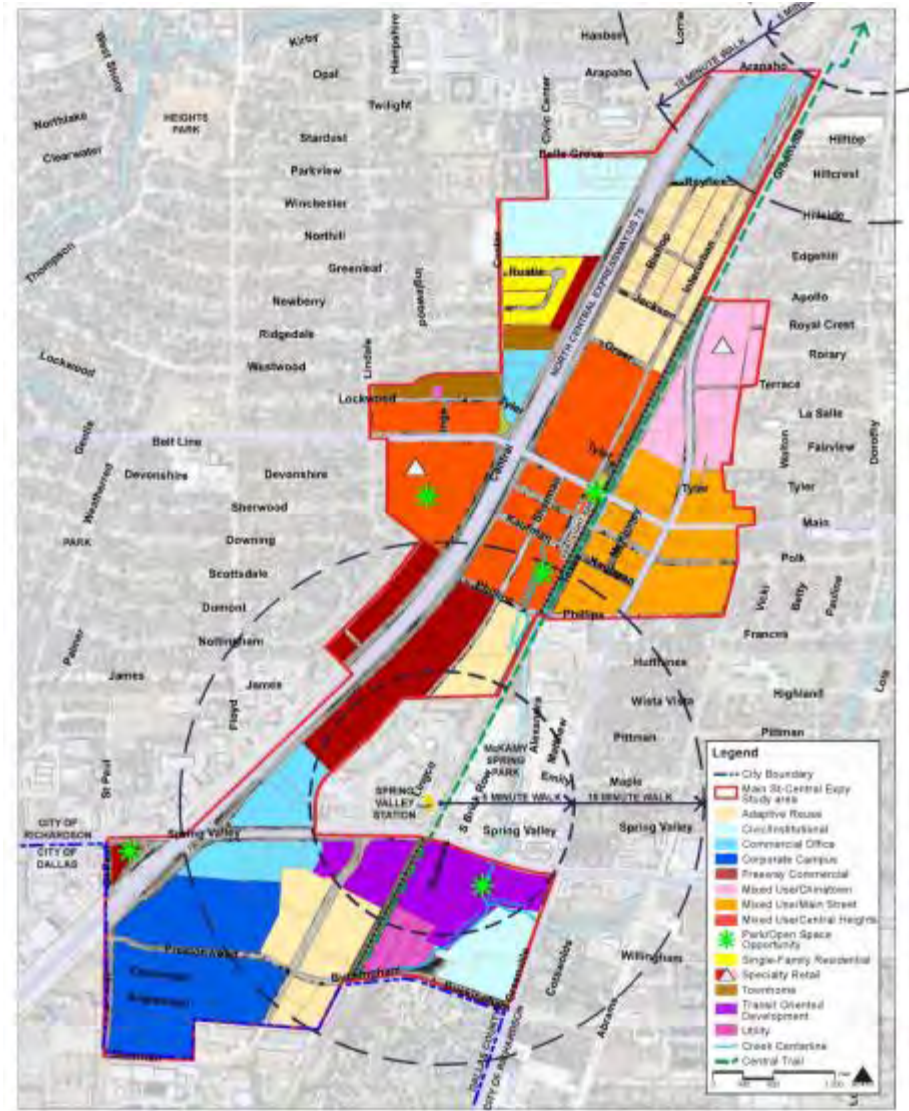
Urban Design Framework - Draft

- Identifies and locates **city-wide gateways, district gateways and nodes with special character** and identity
- Identifies the **urban design/streetscape character** for key roadways that will provide an identity and sense of place for key districts



Land Use Framework

- Identifies the **multiple land uses that will support the overall vision** established for the Main Street/Central Expressway Corridor
- Can be used as a **tool to identify inconsistencies between the future vision and existing zoning** within the study area



Land Use Framework – Corporate Campus Example

CORPORATE CAMPUS

While the commercial office environment will be developed as an urban context, the corporate campus environment could be reflected in a more suburban, campus setting through the placement of buildings and the focus on pedestrian areas and landscaped open space between the buildings. The primary use within the buildings would be offices for single tenants, but the structures could also include supporting food services and fitness/recreation centers as amenities for the employees. Parking could be located in surface lots, parking structures or a combination of the two.



Land Use Framework – Mixed-Use/Main Street Example

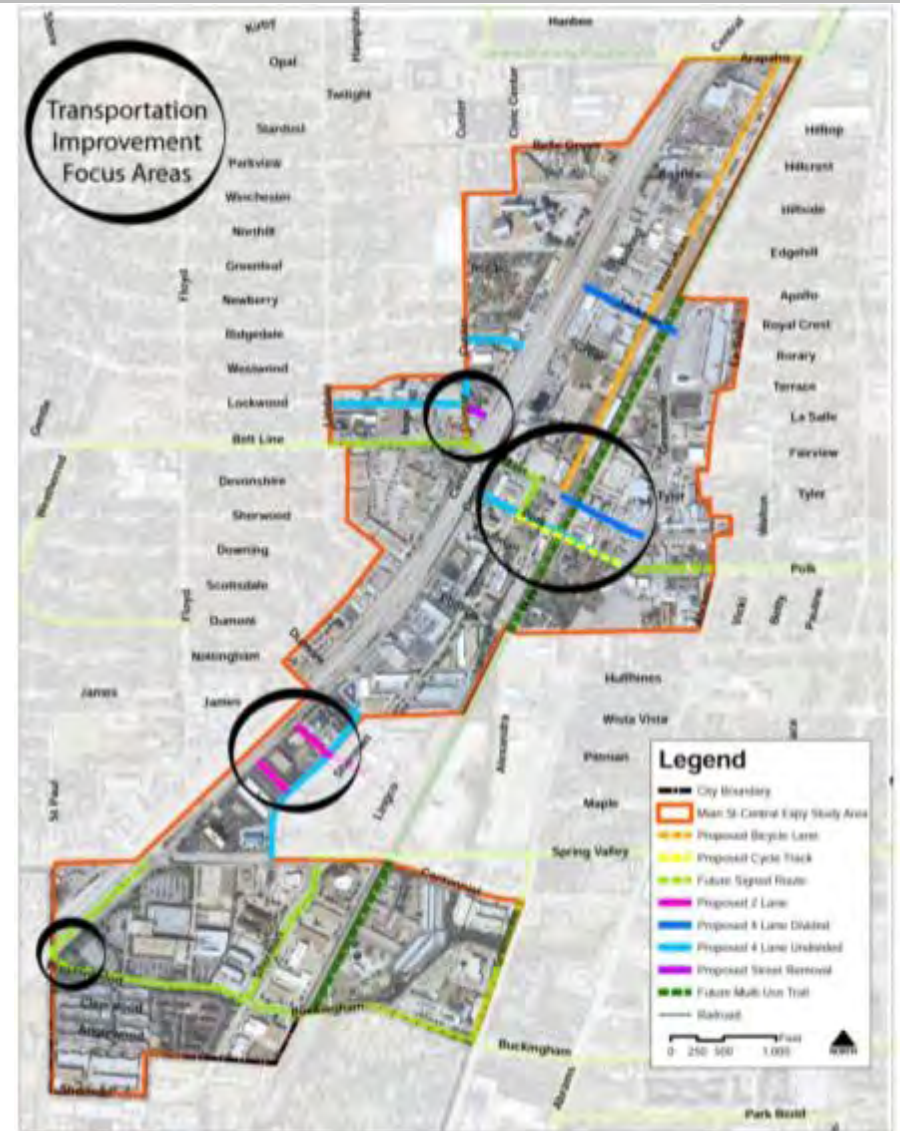
MIXED-USE/MAIN STREET

Like the Mixed-Use/Chinatown area, a range of building types is envisioned to support the future of the Main Street area, including retail, office, mixed-use, townhome and mixed residential, and uses within the buildings will not be as important as creating an overall building form that supports a variety of activities over the life of the structures. Building heights are intended to be lower in scale with one to three stories being the norm. The ground floor of the buildings will relate to and support the adjacent pedestrian realm, and on Main and Polk Streets, the ground floor of new buildings will need to be built to retail standards (although other uses could be permitted on the ground floors of these buildings if the zoning allows). Parking will be provided both on- and off-street, with the off-street spaces in public parking structures which will be needed to support the uses identified for the area.

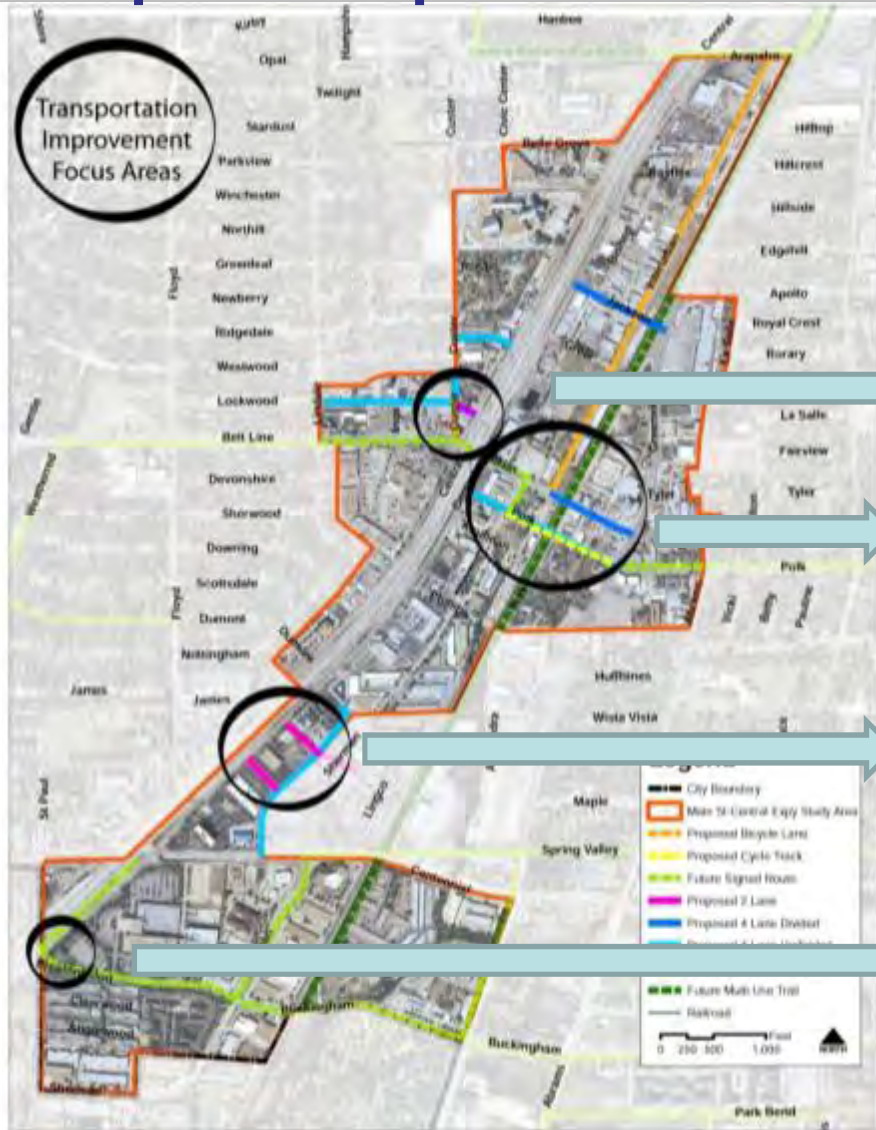


Transportation Framework

- Focuses on **improved circulation and capacity**
- Identifies **context street types**
- Recommends **pedestrian and bike improvements**
- Provides **parking strategies**



Proposed Improvements



Improvements to Custer Road and the new connection to Central will help the intersection of southbound Central Expressway and Belt Line Road

Main Street improvements will increase capacity more than 20% and improve pedestrian and driver safety

Two new streets will add capacity for approximately 24,000 vehicles

Intersection improvements at TI Boulevard and Prestonwood Drive will reduce congestion, confusion

Context Street Types

- Matches street types to the future vision

- Urban Mixed Use
- Urban Neighborhood
- Suburban Commercial
- Suburban Neighborhood

Urban Mixed Use Streets

Land Use	Travelway	Streetside	Transit	Bicycles
<ul style="list-style-type: none"> Wide range of uses, including retail, work, play, and residential building setbacks 	<ul style="list-style-type: none"> Slower speeds on collector streets Higher speeds on arterial streets On-street parking encouraged Emergency vehicle accommodation desirable 	<ul style="list-style-type: none"> Moderate pedestrian activity Wide sidewalks with landscaping buffer Pedestrian street lighting and street furniture 	<ul style="list-style-type: none"> Frequent transit service Stops spaced no greater than 1/2 mile High quality, weather protected stops 	<ul style="list-style-type: none"> Shared lanes with bicycles and vehicles Bike lanes desirable where ROW is available

Urban Neighborhood Streets

Land Use	Travelway	Streetside	Transit	Bicycles
<ul style="list-style-type: none"> Wide range of uses including retail, restaurants, stores, and mixed use work units Mixed building setbacks 	<ul style="list-style-type: none"> Slower speeds on collector streets Higher speeds on arterial streets On-street parking encouraged Emergency vehicle accommodation desirable 	<ul style="list-style-type: none"> Moderate pedestrian activity Wide sidewalks with landscaping buffer Landscaping and trees to provide shade 	<ul style="list-style-type: none"> Frequent transit service Stops spaced no greater than 1/2 mile 	<ul style="list-style-type: none"> Shared lanes with bicycles and vehicles Bike lanes desirable where ROW is available

Suburban Commercial Streets

Land Use	Travelway	Streetside	Transit	Bicycles
<ul style="list-style-type: none"> Wide range of uses including retail, work, shops, play, dining and lodging 	<ul style="list-style-type: none"> Higher speeds on collector streets Higher speeds on arterial streets On-street parking important Emergency vehicle accommodation desirable On-street parking common 	<ul style="list-style-type: none"> Low to moderate pedestrian activity Wide sidewalks with landscaping buffer Pedestrian access to transit and adjacent land uses 	<ul style="list-style-type: none"> Transit service available Stops spaced no closer than 1/2 mile to increase efficiency 	<ul style="list-style-type: none"> Bike lanes desirable on collector streets Off-street trails where ROW permits Bike lanes may require buffer due to traffic speeds and volumes

Suburban Neighborhood Streets

Land Use	Travelway	Streetside	Transit	Bicycles
<ul style="list-style-type: none"> Primarily residential Home car front on low volume streets 	<ul style="list-style-type: none"> Low to moderate speeds and volumes Driveway management important Emergency vehicle accommodation desirable On-street parking common 	<ul style="list-style-type: none"> Low to moderate pedestrian activity Wide sidewalks with landscaping buffer Trees to provide shade 	<ul style="list-style-type: none"> Transit service available 	<ul style="list-style-type: none"> Bike lanes desirable on collector streets Off-street trails where ROW permits

Pedestrian Mobility Tools

- Sidewalks, ADA ramps
- Crosswalks
- Pedestrian crossings
- Landscaping
- US 75 bridge/underpass improvements



Sidewalks



Crosswalks



Pedestrian Crossings



Landscaping



Lighting and ADA Ramps



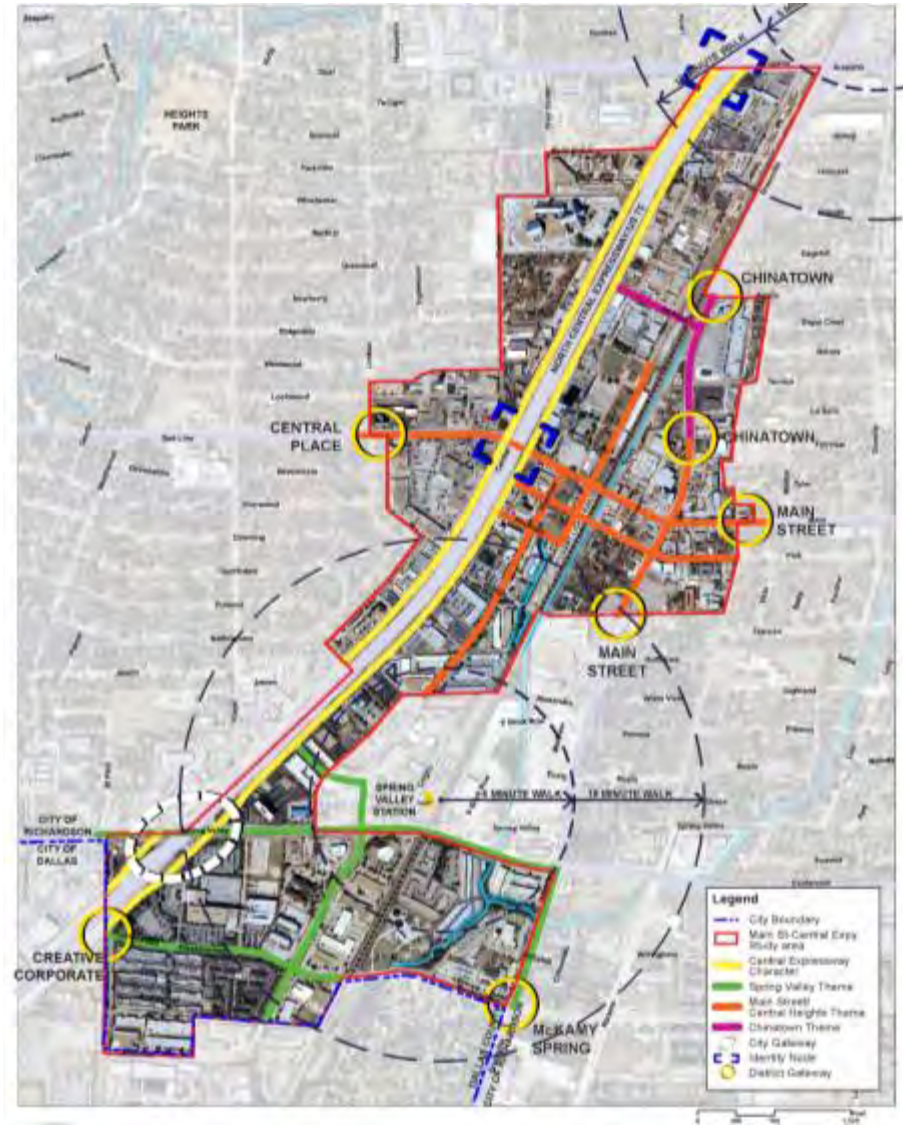
Protected pedestrian access under Central Expressway



Bridge Redevelopment Possibilities:
 Reconstruct Retaining Wall
 Move U-turn lane
 Enhanced Lighting
 Column Artwork

Urban Design Framework

- Identifies and locates **city-wide gateways, district gateways and identity nodes** with special character
- Identifies the **urban design/ streetscape character for key roadways** that will provide an identity and sense of place for districts



Central Expressway Character

CENTRAL EXPRESSWAY CHARACTER

In the short term, the character of the frontage roads along U.S. 75 should focus on continuing the implementation of the U.S. 75 Design Guidelines adopted by the City of Richardson in 1989, perhaps with some modifications. Richardson has become well-known in the DFW region for its focus on landscaping roadway rights-of-way with native or drought-tolerant plants and for its use of wildflowers within these areas. This will be an important identity element for the Central Corridor. The adjacent images portray several of the landscape treatments and plant materials that are representative of the Central Expressway Character.

As future engineering plans are developed for the reconstruction of U.S. 75, special attention should be paid to creating an overall urban design character for Central Expressway that builds upon the existing guidelines, which are primarily focused on landscaping, and expands them to include architectural elements such as retaining walls, bridge bents, abutments, street lights, specialty paving materials and public art. This will ensure that the future U.S. 75 corridor reflects a specific, context sensitive character that reflects the culture, history and values of Richardson.



Spring Valley Theme

SPRING VALLEY THEME

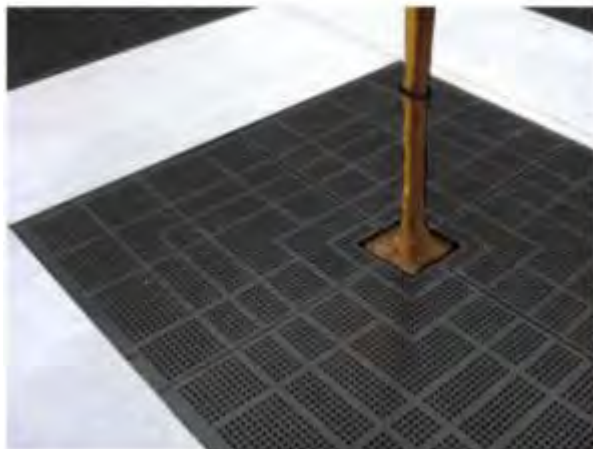
The urban design approach to the Spring Valley Corridor is to expand the theme that was created previously for West Spring Valley to the areas east of U.S. 75. This character was influenced by the role that technology has played on the evolution of the City of Richardson and was portrayed through the use of more modern, polished materials, combined with a focus on natural elements such as stone that have become an important trademark within some of the existing parks and public improvements that is prevalent in the vicinity of Spring Valley Road. The adjacent images portray several of the hardscape elements that are included in the Spring Valley Theme.



Main Street/Central Place Theme

MAIN STREET/CENTRAL PLACE THEME

The Main Street/Central Place Theme focuses on creating a new image for one of the oldest parts of the city. While several of the buildings in the area contain historic references and traditional building materials, elements in the public realm are envisioned to be modern with hard materials and clean lines. Pedestrian lights would be metal and would provide a modern interpretation of the historic acorn light. Benches, bollards and tree grates would be metal and would have crisp edges and clean lines. The adjacent images portray several of the elements that are envisioned in the Main Street/Central Place Theme.



Chinatown Theme

CHINATOWN THEME

The Chinatown Theme focuses on blending modern and historic references in Chinese culture. The internally illuminated light columns represent a modern interpretation of the Chinese lantern. The choice of benches, trash receptacles and tree grates all provide reference to the circle, which culturally represents fulfillment, oneness, perfection and unity. It is envisioned that these elements, representing the present, combine with more traditional or historic references to Chinese culture represented through the district gateway features and public art. The adjacent images portray several of the elements that are envisioned in the Chinatown Theme.



Focus Areas

Focus Areas Overview

- Focus Area Plans provide a snapshot of **possible future development scenarios** for **three strategic areas**
- Each plan indicates **one of multiple scenarios that could occur**
- **Within each Focus Area**, sub-areas have been identified as **Catalyst Sites**
- Within these sites, an **additional level of study** is taking place **to identify economic feasibility** of the envisioned development, **potential implementation strategies**, and **additional value leveraged for each dollar invested** in the specific catalysts

Focus Area A

- **Commercial mixed-use** environment
- Catalyst Site 1 is located at the **northeast corner** of the intersection
- Catalyst is **built around the existing Comerica Bank building**



Catalyst Site 1



Catalyst Site 1 with Pedestrian Bridge



Focus Area B

- Primarily **retail** focused with **some residential and office** development
- Catalyst Site 2 is located at the **northwest corner** of the intersection
- Catalyst is focused on creating a **new commercial office and retail development**

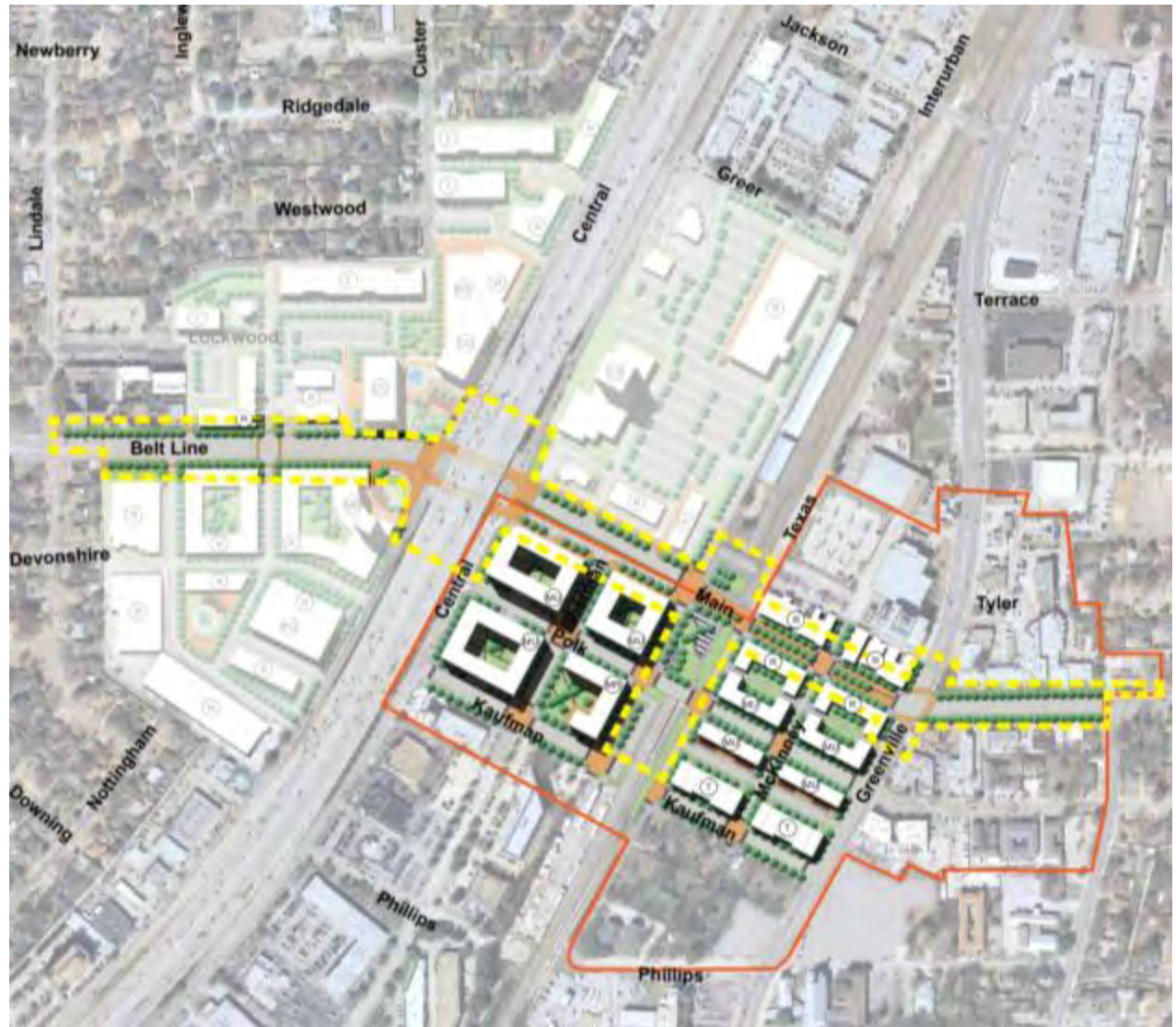


Catalyst Site 2 – Revised Rendering



Focus Area C

- **Mixed-use** development type
- **Higher density** adjacent to U.S. 75, **lower density** east of DART
- Catalyst Site 3 includes **Main Street** and the adjacent **public realm**



Catalyst Site 3



Catalyst Site 3 – Looking West along Main Street



Catalyst Site 3 – Looking North along DART



Future Main Street Roadway Design

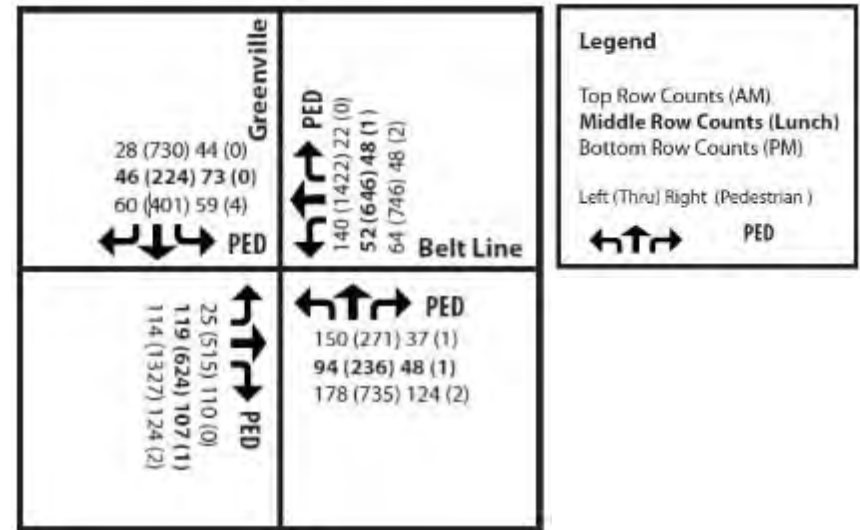
- **Design Alternatives** investigated:
 - **One-way couplet** (Main/Polk)
 - **Three lanes one direction, one lane the other** direction (Main Street)
 - **Improved two-way** operation (Main Street)



Future Main Street Roadway Design

- **One-Way Couplet (Main/Polk) Option:**

- **High volume of commuter traffic** in the Main Street area
- Issues with **re-routing substantial numbers of automobiles from Polk back to Belt Line Road**
- Need for **three-lane left-turn signal at Greenville/Polk**
- **Limited accessibility to Main Street businesses**



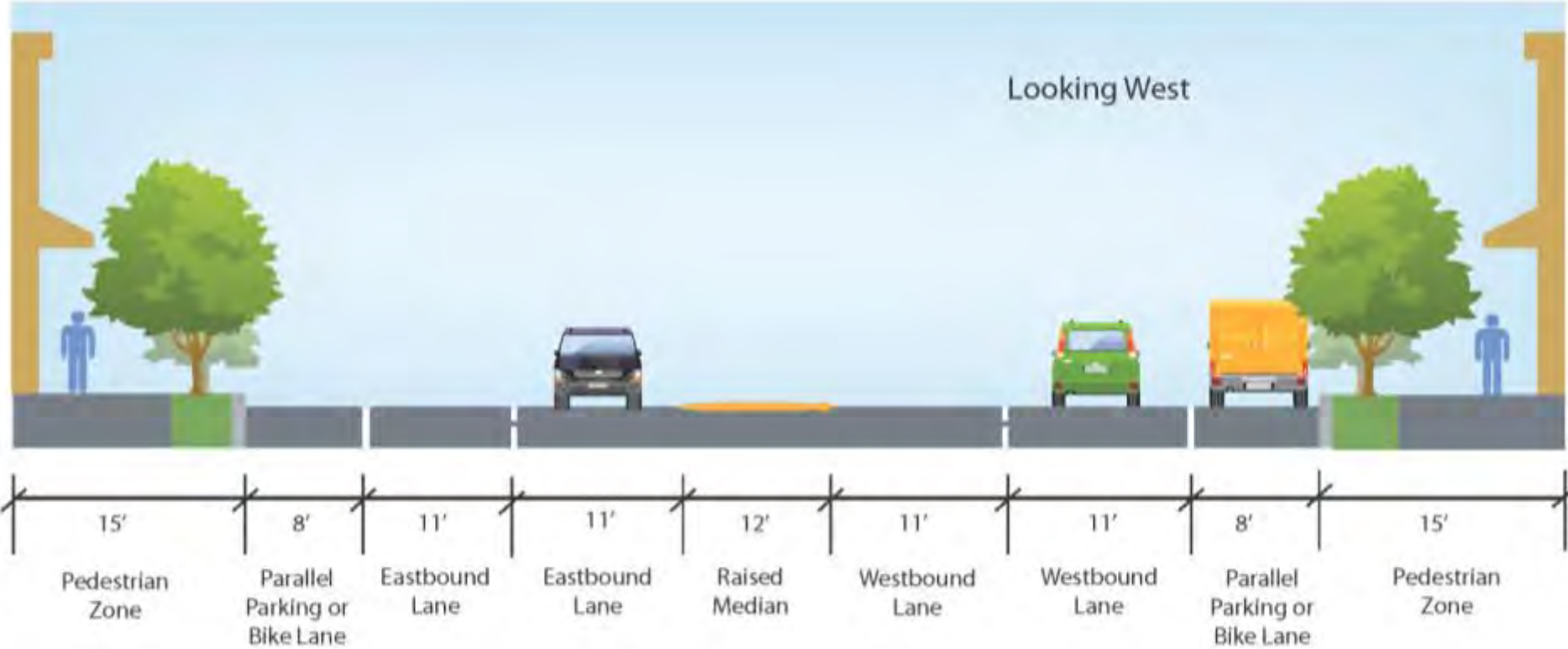
Future Main Street Roadway Design

- **Three-Lane/One-Lane** Option (Main Street):
 - Would require a **complicated system of turn lanes and reversible lane markings**
 - **Confusing for drivers**
 - **Unfriendly for pedestrians**



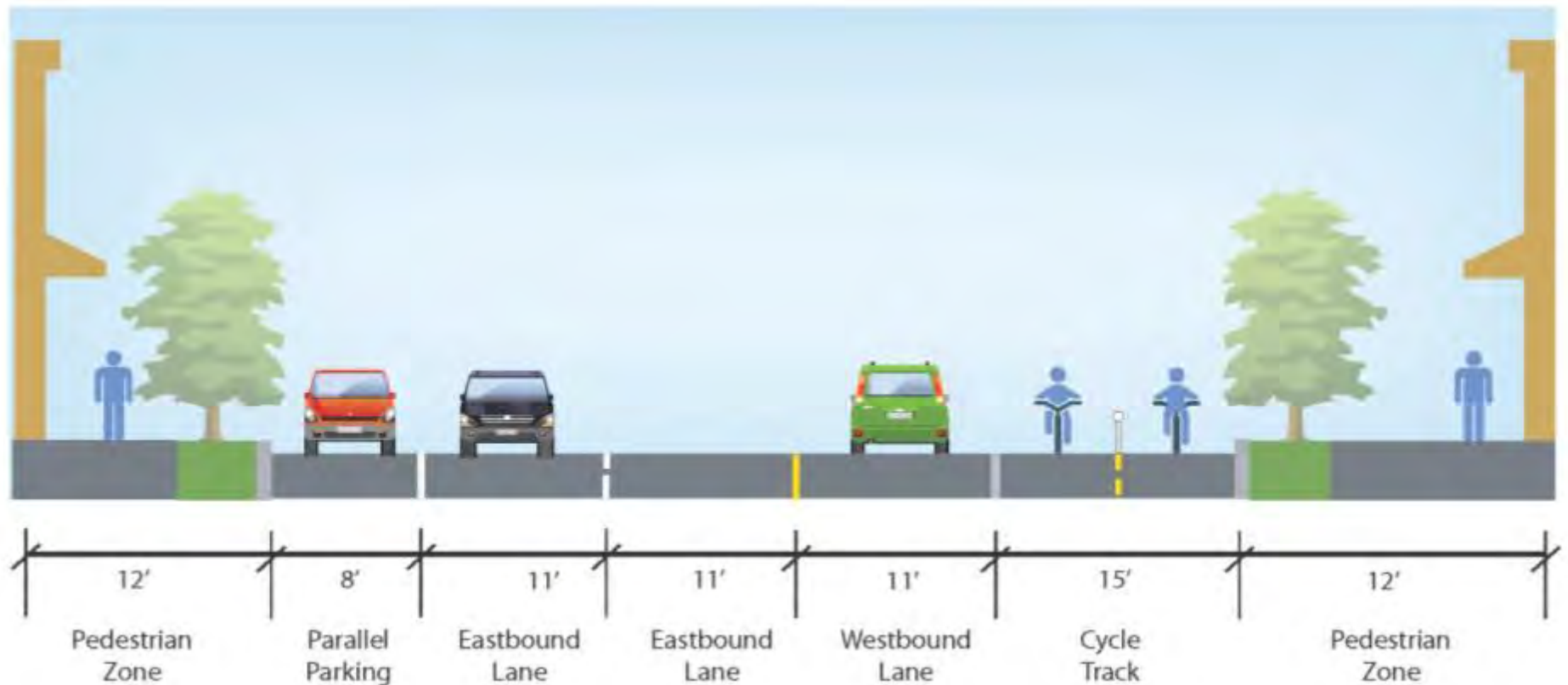
Future Main Street Design

- Improved two-way operation – boulevard concept



Polk Street

- “Complete Street”



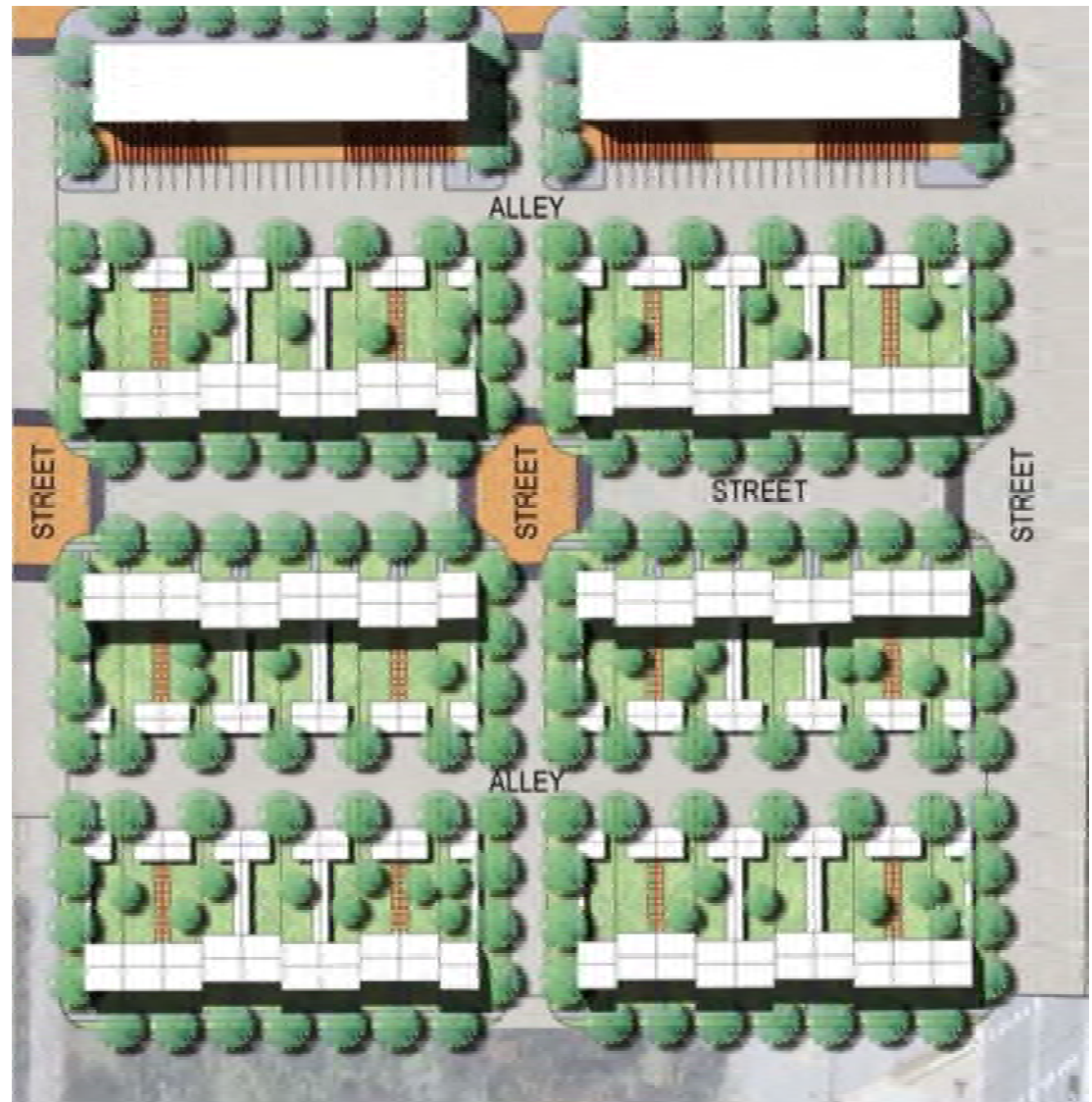
Parking Strategies

- **On-street parking** on Main Street
- **Focus parking to side streets** connecting Main Street and Polk Street
- Possible **small garage**



Catalyst Site 4

- **Not site-specific** (could be developed in several locations)
- Could occur on some of the **vacant residential lots in the Main Street area**
- Prototype could also be applied to **small multi-family residential sites**



Implementation

Implementation (Partial Listing)

- **Monitor property conditions** in District and Catalyst Areas (property values, ownership, utilization)
- Continue to explore **creative funding mechanisms** for infrastructure improvements, land assembly and public/private development projects (TIF)
- Make **strategic infrastructure investments** in key District and Catalyst Areas (Central Trail, Main Street reconstruction, streetscape, public plaza, pedestrian crossings/walkways, etc.)
- Evaluate the **feasibility of acquiring property** in key District and Catalyst Areas for assembly and developer recruitment

Implementation (Partial Listing)

- Consider **zoning strategies** in select District areas **to allow for a wider range of land uses** (e.g., re-zone Interurban District, Chinatown, Main Street to allow additional uses)
- Establish **consistent landscaping, streetscape and parking standards** in key Catalyst Areas (e.g., Main Street, Central Place, Chinatown, Gateway Commercial District)
- Prepare **marketing materials** for District and Catalyst Areas and distribute to **realtor/broker community**
- Develop and implement a **gateway improvements and wayfinding program** for the overall Study Area to guide users/visitors to key District and Catalyst Areas

Next Steps

Project Status

- ✓ There have been introductory and status update **briefings** at the City Council and City Plan Commission
- ✓ **Online resources** are have been used to increase awareness, participation and to collect additional comments (webpage, online survey and questionnaire, Facebook page)
- ✓ An **Open House** was held (July 10)
- ✓ The **Focus Group Workshop** (September 15) and **Individual and Small Group Interviews** (September 18 and 19) were conducted to prepare for the **Community Workshop** (September 19)
- ✓ This **Final Public Input Session** for this phase of the project has been held (November 8)
- ✓ **Part 1** of the **final report and recommendation** to the City Council and City Plan Commission in a final briefing on this phase of the project (December 17)
 - **Part 2** of the recommendation will focus on **implementation** and will be presented to the City Council next month (January 28)

Next Steps

Time Frame	Task
December 17, 2012	Part 1 Briefing - Draft Market Study/Visioning Report
January 28, 2013	Part 2 Briefing - Draft Implementation Plan
Spring 2013	Request Consultant Qualifications, Interview and Engage the Consulting Team for Zoning Ordinance/Design Guidelines
Summer 2013 – TBD	Draft Zoning Ordinances and Design Guidelines



*Joint Work Session
City Plan Commission / City Council*

December 17, 2012

Image Source – Richardson Public Library