

Collins/Arapaho TOD & Innovation District *Rezoning Initiative*

Community Open House

8/21/19

Welcome and Introductions



Collins/Arapaho TOD & Innovation District
Rezoning Initiative



Workshop Objectives

- Share major concepts of the rezoning to implement the Collins-Arapaho TOD and Innovation District Vision
- Hear your feedback and suggestions for the rezoning
- Your ideas will be considered as we continue work to complete the draft rezoning ordinance

Agenda

- Session 1 – Overall Project
 - Presentation
- Session 2 – Station Discussions
 - Duck Creek Sub-district
 - Greenville Avenue Sub-district
 - DART Station Sub-district
 - Employment Sub-district
 - Other Topics

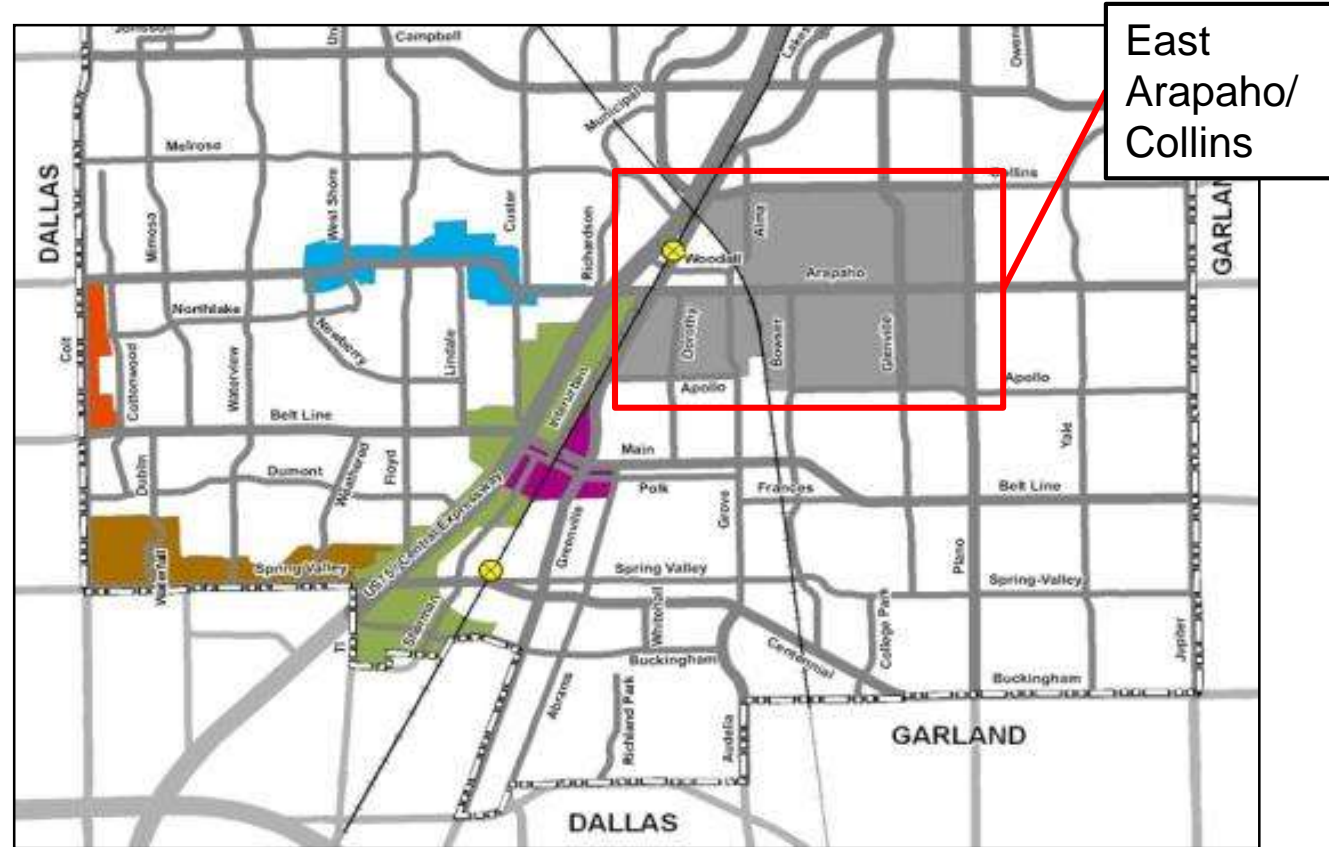


Overview

Vision Study & Rezoning Initiative

2009 Comprehensive Plan – Six Enhancement Areas

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



The Path

2017

Task Force
Direction

- City Council Tactic – Conduct Arapaho Station / E. Arapaho Area Study
- Chamber of Commerce - East Arapaho/Collins Game Plan

2018

Vision
Development

- Business and community outreach / consensus building
- Development of District vision
- 10 Main Strategies

2019

Implementation
Year 1

- Zoning
- Greenville Avenue and Block Party demonstration projects
- Duck Creek Trail construction
- Engagement with DART on site development
- Alma Road mobility improvements (bike lanes)
- Business association formation
- District branding / name

2020.....

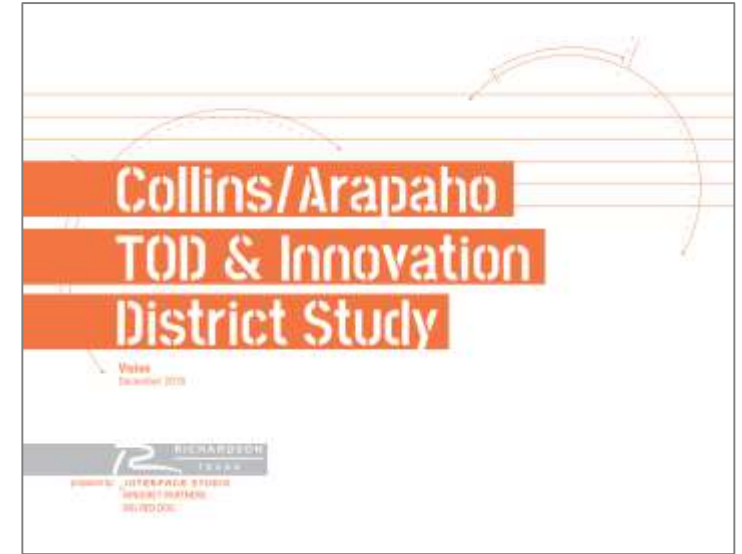
District Map



Vision Study Overview

The Collins / Arapaho TOD & Innovation District Study established:

- An overall vision for the District
- Study goals
- An implementation strategy with a focus on 10 Main Strategies



Substantial consensus among City Council, City Plan Commission, Chamber of Commerce, Stakeholders and Property Owners, and the Public

District Vision

The District will be the premier tech hub in Texas. To achieve this the District will:

- Provide a place where a range of businesses across industries and at different points in their growth can thrive
- Support existing businesses while attracting new ones

Vision

The District will continue to be a center for innovation & entrepreneurship...



Vision

The District will be visually unique, green, lively and active...



Vision

The District will be walkable & bikeable.....



Vision

With the Station area serving as the primary gateway to the District.



Vision Study Overview

10 Main Strategies to Achieve the District Vision

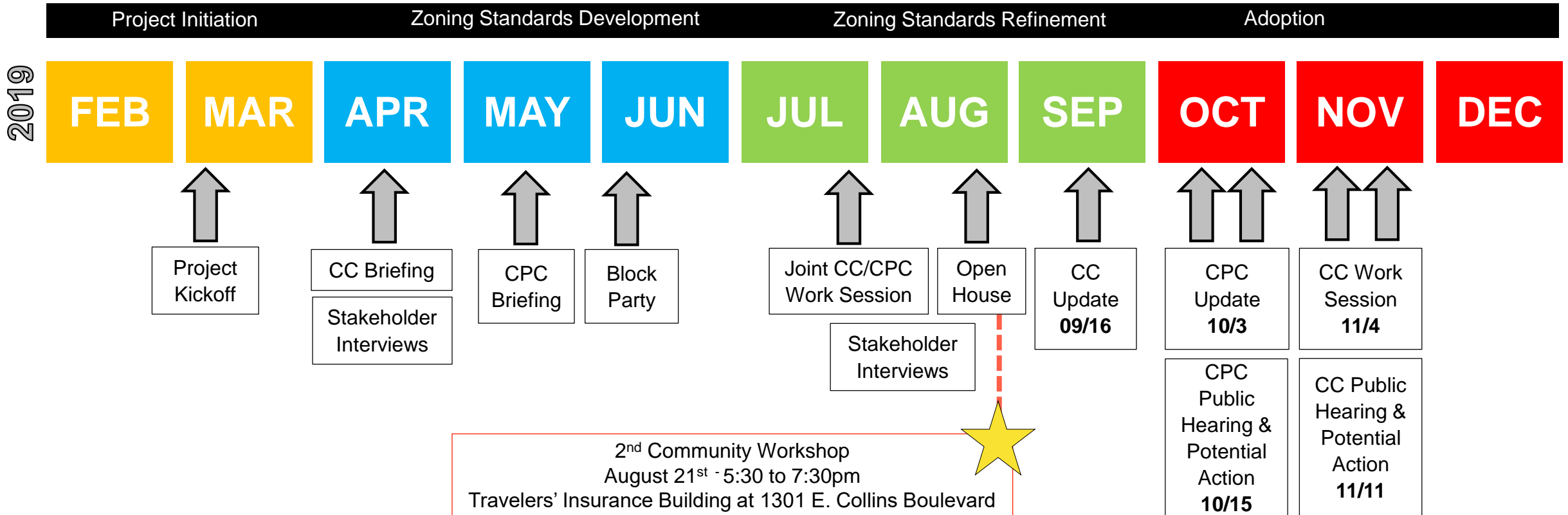
1. Manage the experience and marketing of the District
2. Support building upgrades and modernization throughout the District
3. Allow zoning flexibility in industrial zones
4. Encourage vibrancy through placemaking activities in places with a high concentration of workers
5. Improve the District's edges and gateways
6. Redesign key streets for better mobility
7. Create a shared "innovation space" for new businesses
8. Strengthen partnerships with universities and colleges for programming and marketing
9. Create new open space amenities to attract and retain new and existing businesses
10. Redevelop key opportunity sites to bring new uses and activities to the District

Rezoning Initiative Overview

The Collins / Arapaho TOD & Innovation District – Rezoning Initiative will:

- Establish a rezoning strategy for the study area focused on implementation of the vision
- Create standards for zoning districts
- Standards will focus on the building envelope (setbacks, height), use, architecture and signage

Project Schedule



Input to Date

Extensive Public & Stakeholder Input

- Builds on the successful **Vision Study** public outreach from last year
 - 29 Public Events/Presentations
 - 588 Participants (interviews, open houses, popups)
 - 914 Online Surveys Completed
- Stakeholder interviews with major property owners (8 sessions)
- Interviews with Mayor and City Council
- Presentations to Stakeholder Groups (5 presentations)
- Innovation District Block Party (373 Participants)
- Online Survey (383 Surveys Completed)

Innovation District Block Party – June 13 & 14

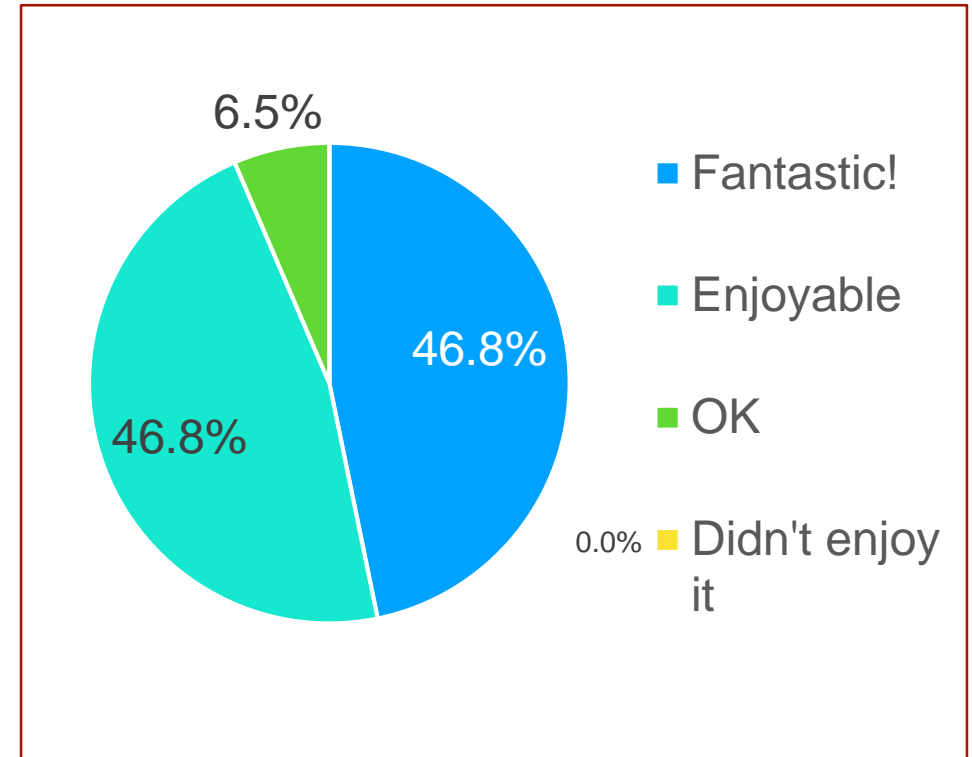
- At City-owned property along Duck Creek
- Thursday evening and Friday at lunch
- Presentation, keypad polling, input stations
- PLUS food, games, music and a Duck Creek pop-up park!
- 373 participants
 - Property and business owners highly represented; also Richardson residents in walking distance and further
 - Half come to the District nearly every weekday



Feedback from Participants

- **Get me to come here more often?** Special events & festivals, followed by places to eat and drink at Arapaho Station and along Duck Creek
- **Better place to work or own a business?** Improve the look & feel of streets and entrances; improve tech infrastructure; create a strong brand
- **Moving around the District?** All major streets need bike & pedestrian routes; extend trails; improve streets

Overall, how did you like the Innovation District Block Party?



Preferred Attractions Desired Along Duck Creek



Preferred Residential Types Along Greenville



Preferred Activities and Development at the DART Station



Preferred Employment Sub-District Development Types



Rezoning Initiative Major Recommendations

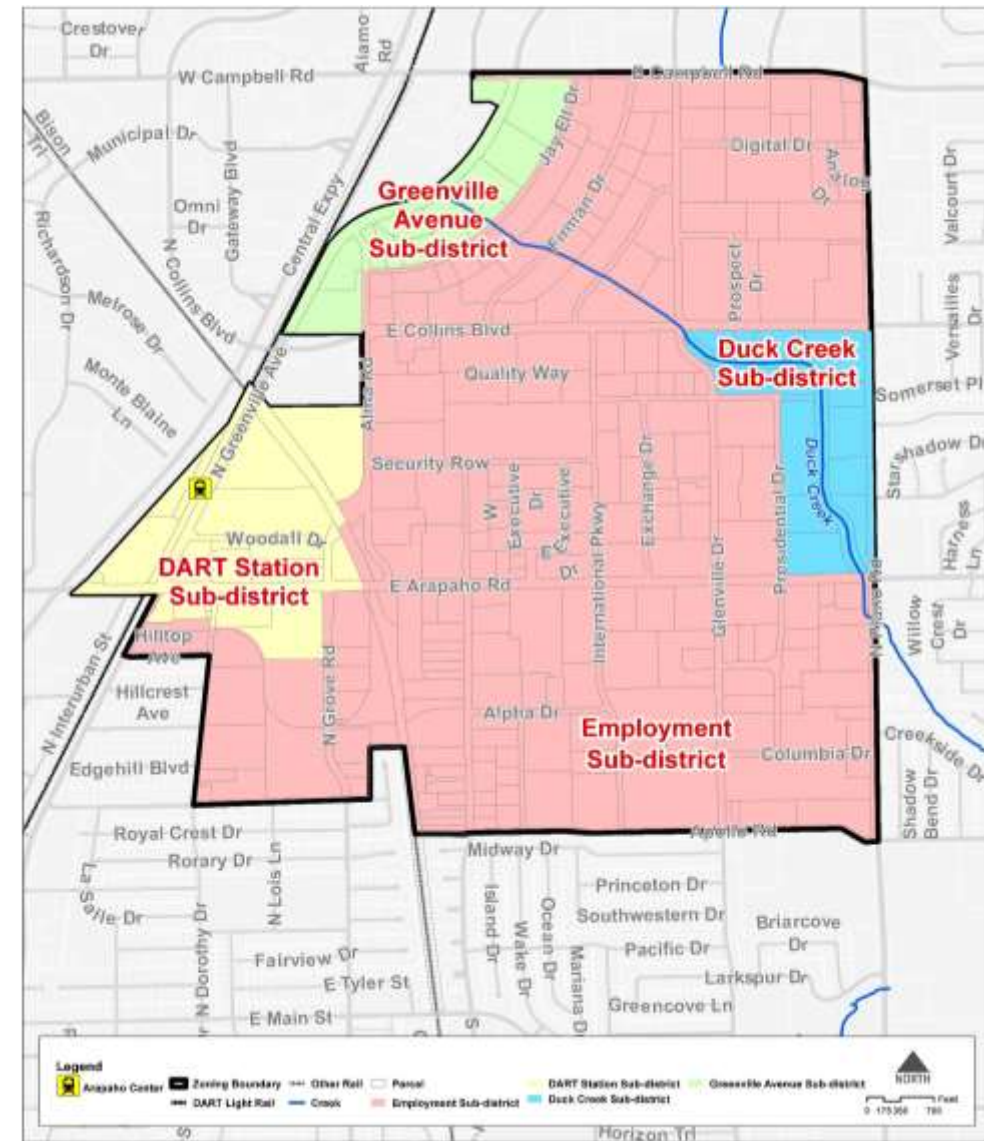
Rezoning Initiative Geography

Covers four sub-districts in the Collins-Arapaho TOD & Innovation District:

- Duck Creek
 - Greenville
 - DART Station
 - Employment
- Each sub-district has:
- Regulating Plan
 - Street Types & Street Standards
 - Building & Use Standards
 - Parking

The following developments (Planned Developments) along Greenville Avenue have been removed from the rezoning to preserve existing entitlements compatible with the Vision:

- Greenvue Apartments
- The Mallory Apartments
- Eastside
- Planned Development between Eastside and The Mallory



Overall Direction from City Council & CPC

- Remove barriers and increase flexibility to maximize development potential and building envelope of each site
- Support existing businesses and their growth
- Emphasize Duck Creek as a District amenity
- Position the Arapaho Center Station as a walkable mixed-use front door to the District
- Introduce residential uses where appropriate to support employment and activity
- Use current residential adjacency approach to development near existing neighborhoods
- Maintain access for trucks where needed but add multi-modal – bike, pedestrian, rideshare, shuttle to DART, etc.

Regulating Plan Structure

– for Each Sub-district

- Sets parameters for future development
- Street Types & Streetscape Standards
- Building Envelope Standards
 - Heights
 - Setbacks or build-to lines
- Uses
 - Permitted By Right, With Special Permit, Not Permitted




Rezoning Impact - Non-conformities

- **CC/CPC Direction** – expand opportunities while minimizing creation of non-conformities throughout the District
- **The current direction creates only 4 new non-conforming uses, structures or sites, all in the DART Station Sub-district:**
 - 3 are motor vehicle sales and/or leasing
 - 1 is a smoking establishment
 - All four non-conforming uses are located in the DART Station Sub-district
- **Existing non-conformities will continue**


Duck Creek Sub-district

Duck Creek Sub-district: Intent

- CC/CPC Direction 
- Support existing businesses
 - No new non-conforming uses created
- Encourage new uses that 'face the creek' and benefit from City's open space investments
- Allow a wider range of uses to create more attractions after work and on weekends
 - e.g. Retail, Restaurant, Service, Microbrewery, Winery, Food Truck Park (SP)
- Increase flexibility in the building envelope while maintaining height restrictions for residential adjacency
- Create opportunities for entrepreneurs to live where they work
 - Allow adaptive reuse of existing buildings for residential or live-work
 - Allow by Special Permit for live-work use for new construction or additions



Duck Creek Sub-district: Regulating Plan

- CC/CPC Direction 
- Maintain existing height restrictions when adjacent to residential zoning
- Limit building heights to a maximum of 5 stories beyond existing residential adjacency restrictions for properties along Plano Road
- Remove height maximums in sub-district for properties along Collins Boulevard and for properties west of Duck Creek
- Potential public open space at the intersection of E. Collins Boulevard and Glenville Drive



Duck Creek Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction

- Access Corridor

- Typical Characteristics

- Vehicle capacity priority
 - Limited pedestrian accommodations
 - Limited right-of-way on most corridors

- Neighborhood Connector

- Typical Characteristics

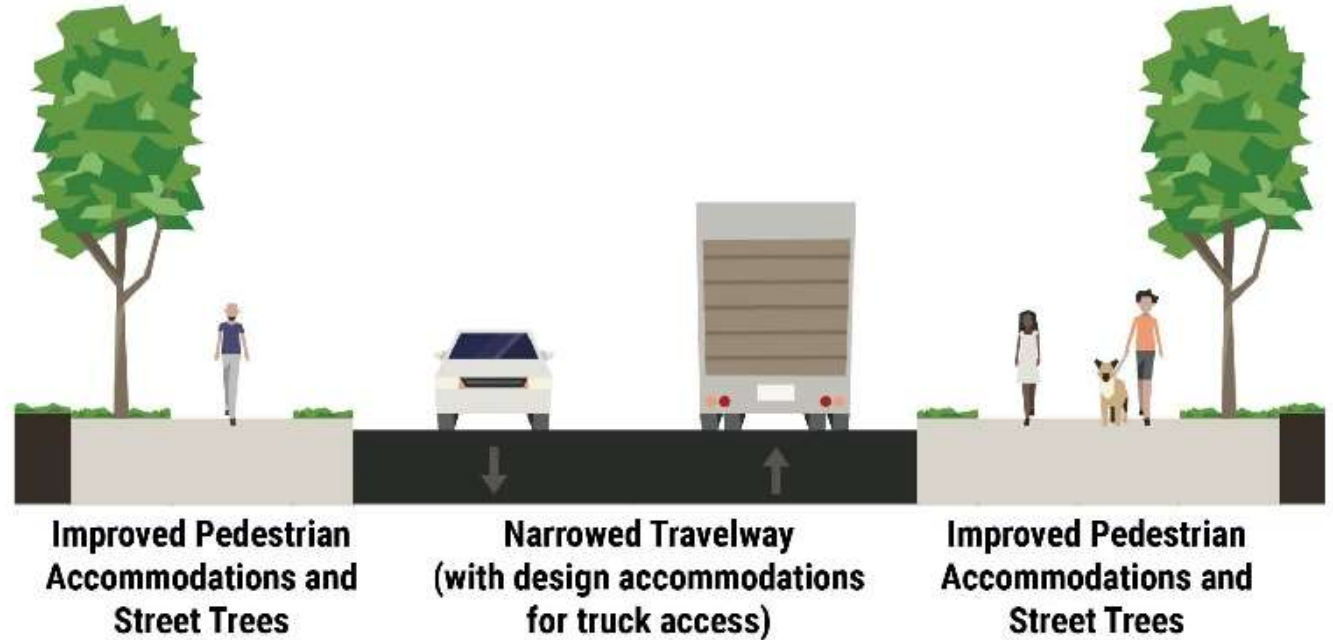
- Lower vehicle capacity priority
 - Balance between cross-district mobility and local access

Plano Road



Duck Creek Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Internal
 - Typical Characteristics
 - Wide travel lanes
 - Limited pedestrian accommodations with some gaps




Duck Creek Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Flexible Street Zones and Widths



	Frontage		Pedestrian Zone		Landscape Furnishing Zone		Bike Zone (if identified on the Bike Network Plan)		Travelway Zone	Median	
	Pref.	Min.	Preferred	Minimum	Pref.	Min.	Preferred	Minimum	Travel Lanes	Preferred	Minimum
Access Corridor	2'	0'	8'	5'	5'	0'	10'-12' Shared-use Sidewalk	N/A	10'-11' (4-6 lanes)	15'	14'
Neighborhood Connector	2'	0'	8'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2-4 lanes)	10'-15'	N/A
Internal	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-12' (2 lanes) <i>*wider travel lanes may be preferred for heavy truck use</i>	N/A	N/A
Transitional	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A
Parkway (Greenville Ave)	2'	0'	6'-12'	5'	5'	0'	10'-12' Cycle Track	N/A	10'-11' (4 lanes)	14'-16'	14'
Urban Mixed Use	2'	0'	8'	5'	5'	4'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A
Urban Neighborhood	2'	0'	8'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A

Duck Creek Sub-district: Creek Activation

- CC/CPC Direction 
- Prohibit/limit outside storage for properties in the Duck Creek sub-district
- Prohibit/limit any new loading dock doors along Duck Creek
- Prohibit/limit surface parking adjacent to Duck Creek as redevelopment occurs



Greenville Avenue Sub- district

Greenville Avenue Sub-district: Intent

- CC/CPC Direction 
- Support existing businesses
 - No new non-conforming uses created
- Allow a wider range of uses to create more attractions that complement residential on west side of Greenville Avenue (Eastside/Mallory)
 - e.g. Retail, Restaurant, Service, Microbrewery, Winery, Food Truck Park (SP)
- Increase flexibility in the building envelope
- Create opportunities for new residential uses as redevelopment occurs to support employment base
 - Allow multifamily, townhome, live-work, and adaptive reuse residential uses
 - Allow by Special Permit Tiny House Park



Greenville Avenue Sub-district: Regulating Plan

- CC/CPC Direction 
- Restrict heights to 15 stories along Campbell Road, 8 stories along Greenville Drive, and remove height maximums south of Alma Road adjacent to US 75
- Encourage redevelopment to incorporate open space amenities along Duck Creek, labeled “Special Site” on Regulating Plan



Greenville Avenue Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction

- Access Corridor

- Typical Characteristics

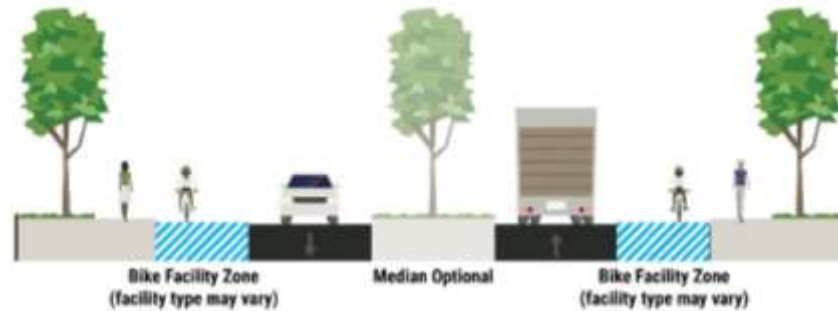
- Vehicle capacity priority
 - Limited pedestrian accommodations
 - Limited right-of-way on most corridors

- Neighborhood Connector

- Typical Characteristics

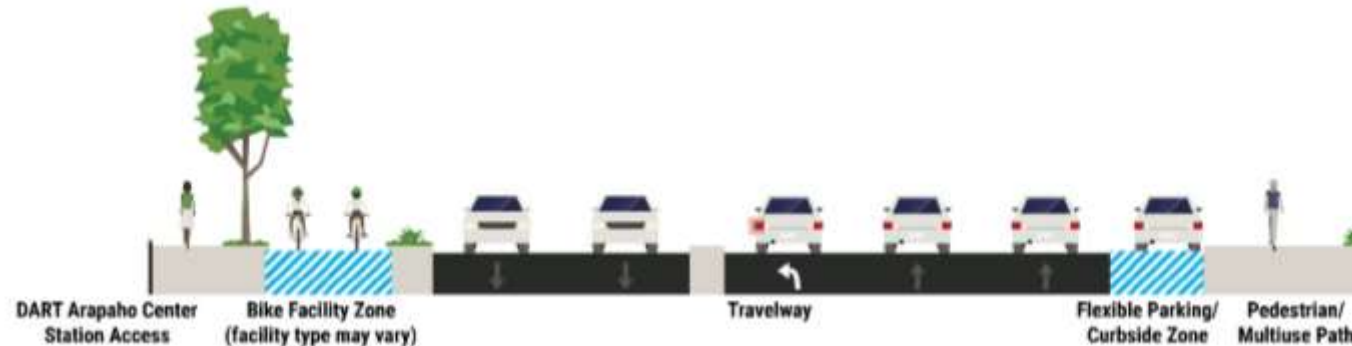
- Lower vehicle capacity priority
 - Balance between cross-district mobility and local access

Campbell Road



Greenville Avenue Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Internal
 - Typical Characteristics
 - Wide travel lanes
 - Limited pedestrian accommodations with some gaps
 - Parkway (Greenville Ave)
 - Typical Characteristics
 - Excess travel lane capacity
 - Transit-oriented context opportunities




DART Station Sub-district

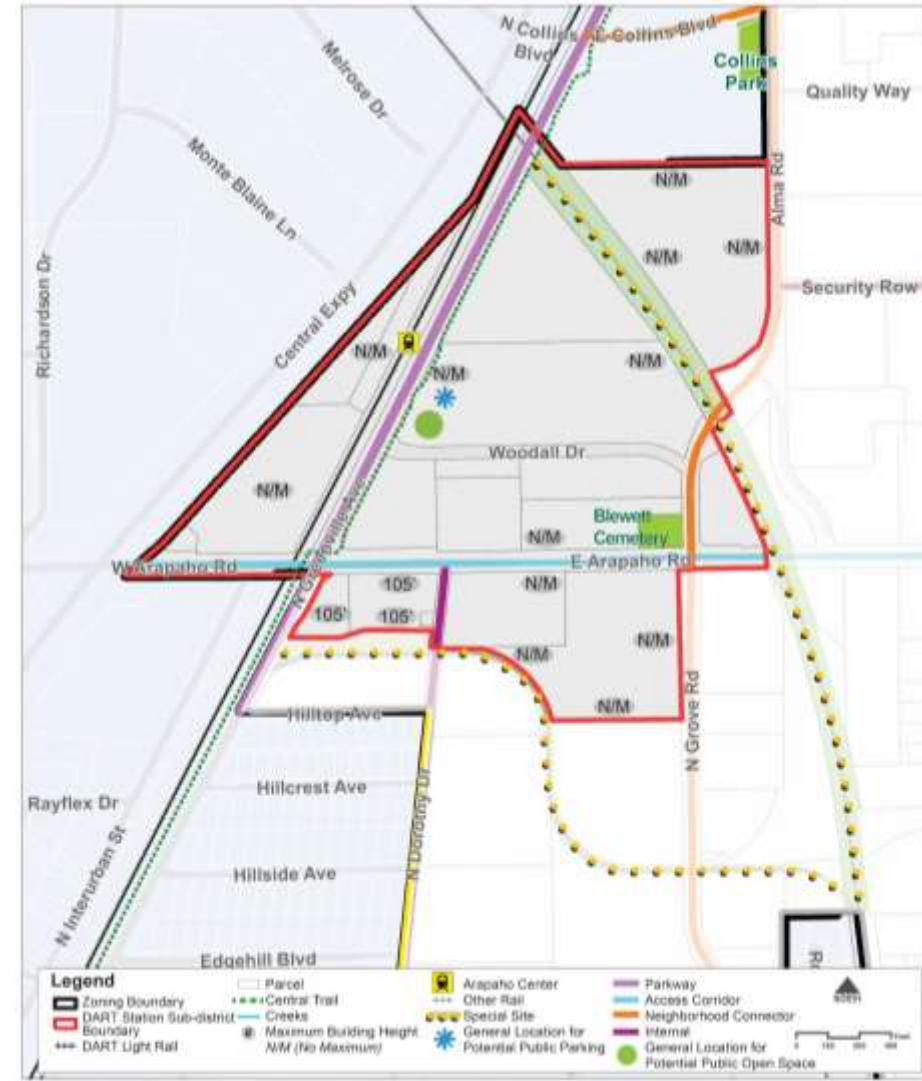
DART Station Sub-district: Intent

- CC/CPC Direction 
- Support existing businesses
 - Four auto-related non-conforming uses created
- Develop a walkable mixed-use front door to the Innovation District, maximizing development potential around the station
- Allow a wider range of uses to bring new activities to the District
 - e.g. Retail, Restaurant, Service, Entertainment, Microbrewery, Winery, Food Truck Park (SP)
- Increase flexibility in the building envelope
- Create opportunities for new residential uses to support employment base
 - Allow multifamily, townhome, live-work, and adaptive reuse residential uses with minimum densities



DART Station Sub-district: Regulating Plan

- CC/CPC Direction 
- Remove height maximums in this sub-district north of E. Arapaho Road
- Limit height maximums to 8 stories south of E. Arapaho Road due to residential proximity
- Potential public parking structure and public open space on DART property
- KCS line designated as a “Special Site” if/when line becomes inactive
 - Potential connection (trail, transit, infrastructure) to UTD



DART Station Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction

- Access Corridor

- Typical Characteristics

- Vehicle capacity priority
- Limited pedestrian accommodations
- Limited right-of-way on most corridors

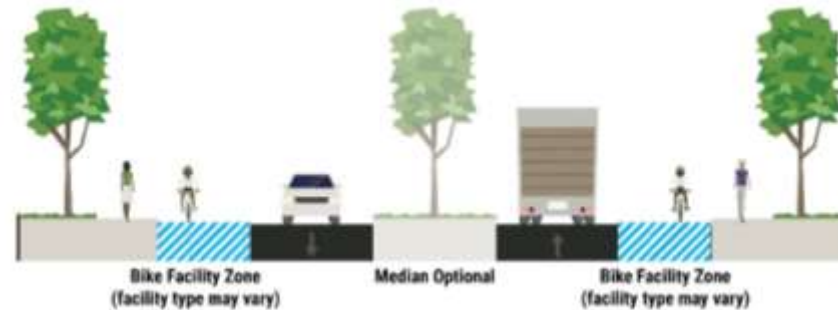
Arapaho Road



- Neighborhood Connector

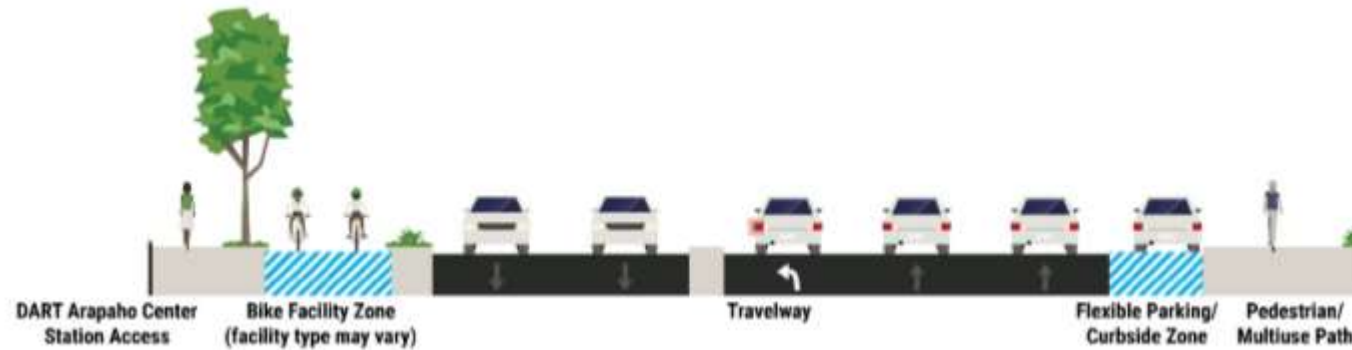
- Typical Characteristics

- Lower vehicle capacity priority
- Balance between cross-district mobility and local access



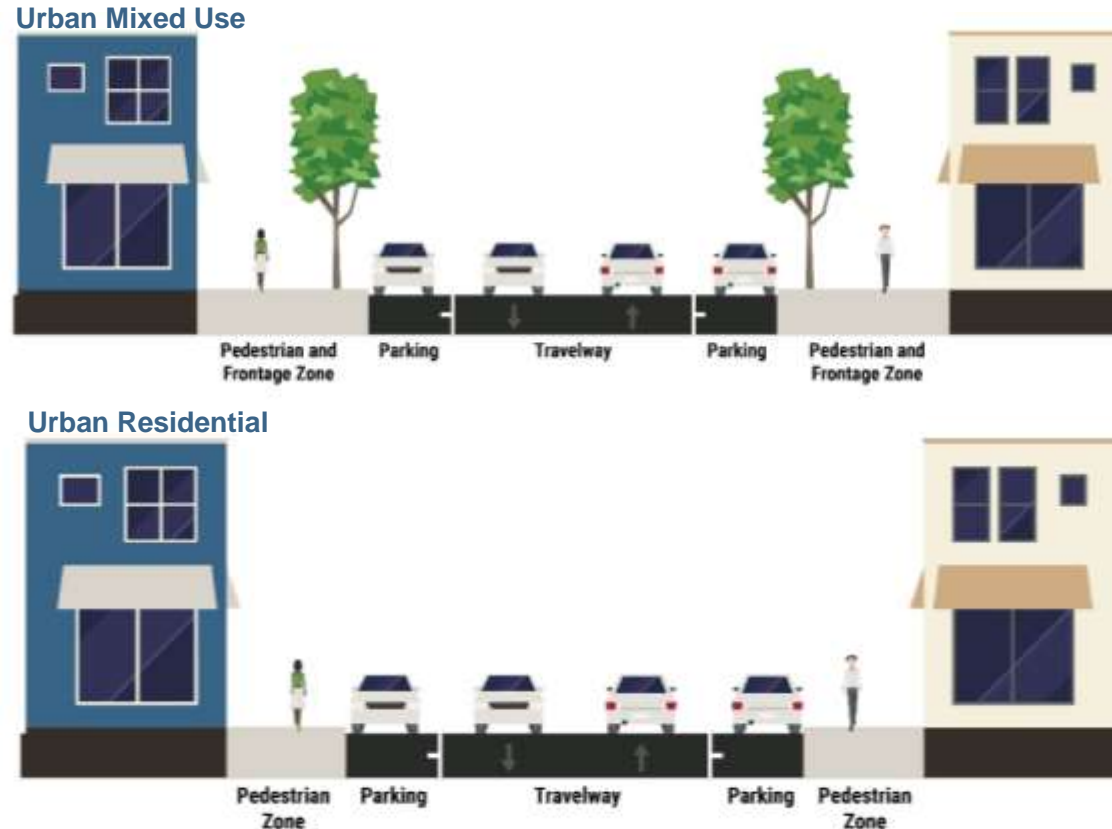
DART Station Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Internal
 - Typical Characteristics
 - Wide travel lanes
 - Limited pedestrian accommodations with some gaps
 - Parkway (Greenville Ave)
 - Typical Characteristics
 - Excess travel lane capacity
 - Transit-oriented context opportunities



DART Station Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - New Streets (Redevelopment Areas)
 - Urban Mixed Use
 - Pedestrian-oriented streets with wider parkways and frontage areas for mixed-use activity
 - Urban Neighborhood
 - Pedestrian-oriented streets primarily intended for local access



Employment Sub-district

Employment Sub-district: Intent

- CC/CPC Direction



- Support existing businesses
 - No new non-conforming uses created
- Promote as the center for business innovation and entrepreneurship
- Allow a wider range of uses to bring new activities to the District
 - e.g. Retail, Restaurant, Service, Microbrewery, Winery, Food Truck Park (SP), drive-thru facilities (SP)
- Increase flexibility in the building envelope while maintaining height restrictions for residential adjacency
- By special permit only, allow for adaptive reuse of buildings on a case-by-case basis for residential and live-work uses



Employment Sub-district—Regulating Plan

• CC/CPC Direction

- Maintain existing height restrictions when adjacent to residential zoning
- Remove height maximums in this sub-district with the exception to residential adjacency
- Extend Columbia Drive from Glenville Drive to International Parkway
- Special Sites:
 - Duck Creek connecting the Greenville Sub-district and Duck Creek Sub-district: encourage redevelopment to incorporate open space amenities
 - KCS line if/when line becomes inactive to promote connection to UTD
 - Abandoned rail spur south of E. Arapaho: encourage redevelopment to incorporate open space amenities



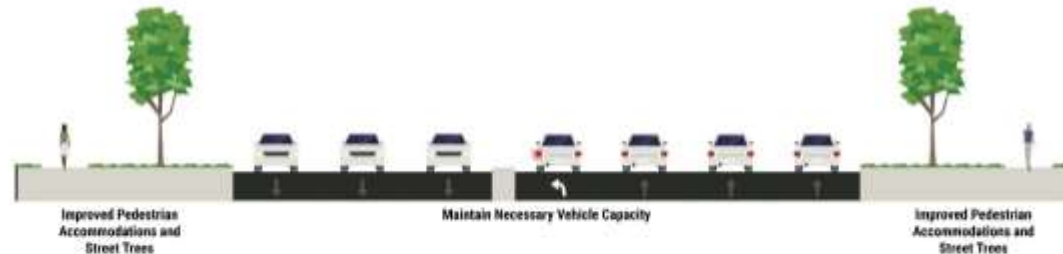
Employment Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Access Corridor
 - Typical Characteristics
 - Vehicle capacity priority
 - Limited pedestrian accommodations
 - Limited right-of-way on most corridors

Campbell Road



Plano Road

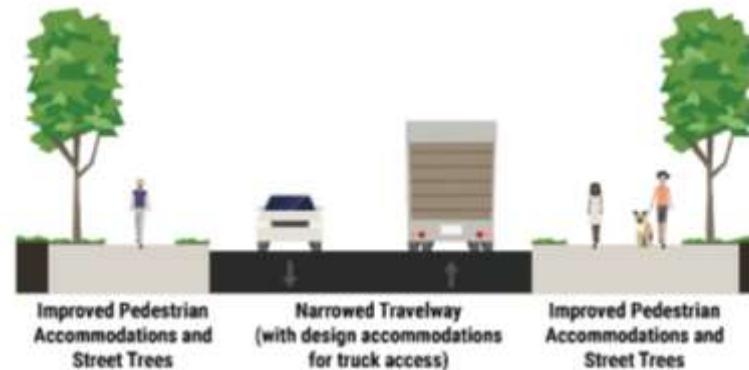
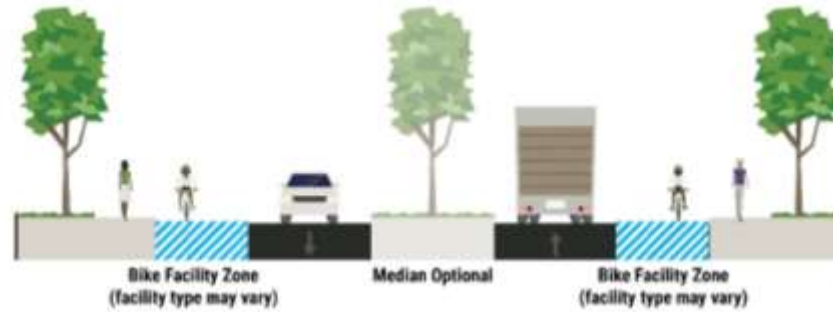


Arapaho Road



Employment Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Neighborhood Connector
 - Typical Characteristics
 - Lower vehicle capacity priority
 - Balance between cross-district mobility and local access
 - Internal
 - Typical Characteristics
 - Wide travel lanes
 - Limited pedestrian accommodations with some gaps



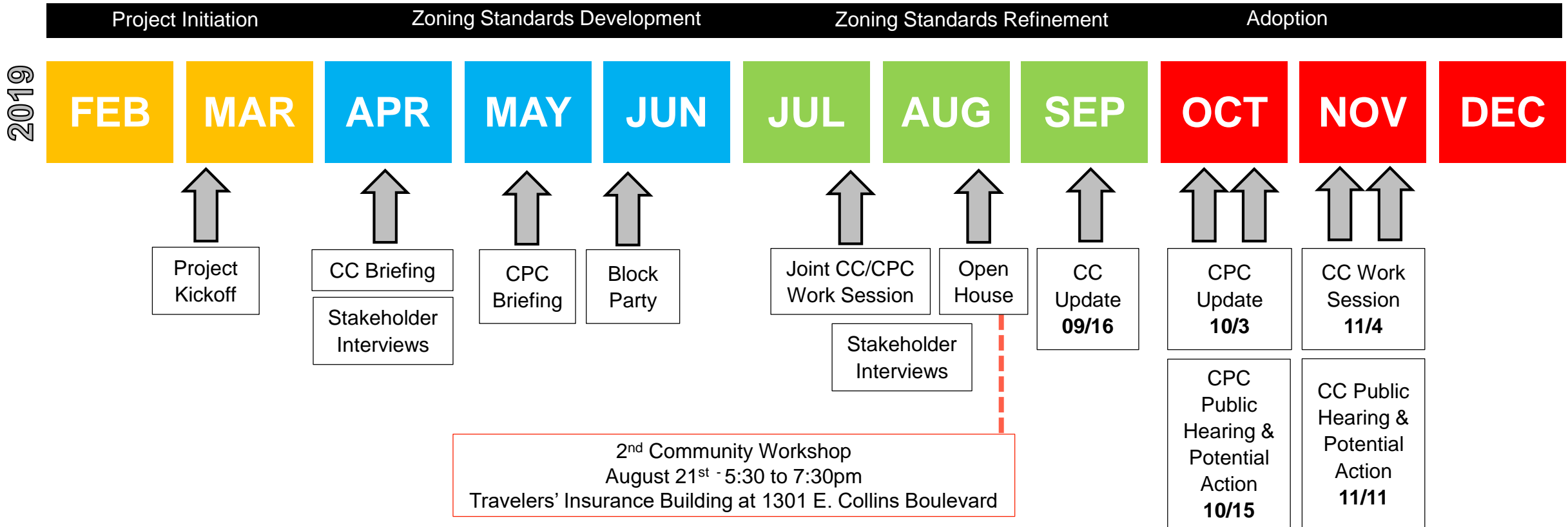
Employment Sub-district: Street Types & Streetscape Standards

- CC/CPC Direction
 - Transitional
 - Typical Characteristics
 - Transitional land use contexts between non-residential and residential
 - Excess travelway width on some corridors
 - Parkway (Greenville Ave)
 - Typical Characteristics
 - Excess travel lane capacity
 - Transit-oriented context opportunities



Next Steps

Next Steps – Future Meetings





Next Steps – Greenville Avenue Demonstration Project

The purpose of these flexible demonstration projects is to test the effectiveness of the improvements and collect data to better inform our decision-making process

Next Steps – Greenville Avenue Demonstration Project

- Initial Data Collection Completed in May (*prior to release of school*)
 - Traffic counts, speeds, pedestrian counts
 - Looking at street capacity vs. usage can help identify where opportunities for mobility improvements exist
 - Greenville Avenue designed for 45,000 vpd. Traffic counts indicate 11,000-13,000 vpd
- Greenville Avenue Demonstration Project will begin late August
 - Funded by a grant from AARP
 - Partnership with DART
 - Temporary on-street bike lanes will be installed on Greenville Avenue from Campbell Road to Jackson Street
 - Temporary at-grade crosswalk will be installed at the light rail station
- 60 Day Testing – Results to be integrated into rezoning initiative (street sections)



Station Instructions

Station Discussions

- Opportunity to review details about each Sub-district
- Discussion with consultant team member and stakeholders
- Topics include draft proposals for:
 - Regulating Plans
 - Building Heights
 - Street Cross-Sections
 - Proposed Uses
- Visit stations for one or more Sub-district based on your interests
- Continue discussions as long as you choose
- We adjourn by 7:30 p.m.

Station Activities

Collins/Arapaho TOD & Innovation District *Rezoning Initiative*

Community Open House

8/21/19