

City Council Meeting Handouts

January 30, 2023

- I. Zoning File 22-17
- II. Transportation and Mobility Projects
- III. Interlocal Agreements with DART



RICHARDSON, TX

DEVELOPMENT SERVICES

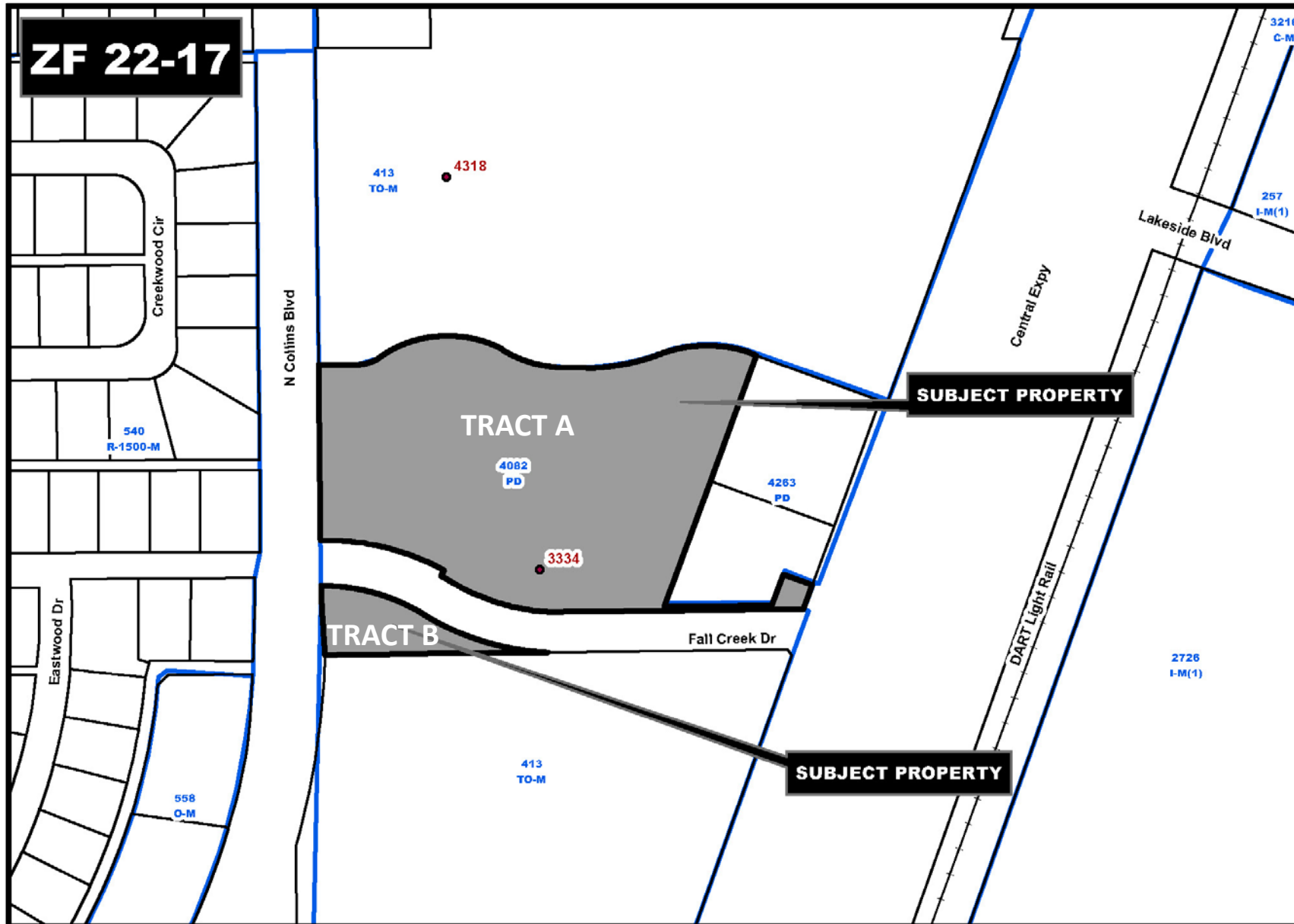
Agenda Item 7

Zoning File 22-17

Planned Development – Blue Ocean-Hyatt House

2301 N. Central Expressway, on the north side of Fall Creek Drive, between Central Expressway and Collins Boulevard & SEC Collins Boulevard and Fall Creek Drive





ZF 22-17 Zoning Map
PD Planned Development - Blue Ocean - Hyatt House
2301 N Central Expy/SEC Collins Blvd & Fall Creek Dr

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



RICHARDSON
 TEXAS



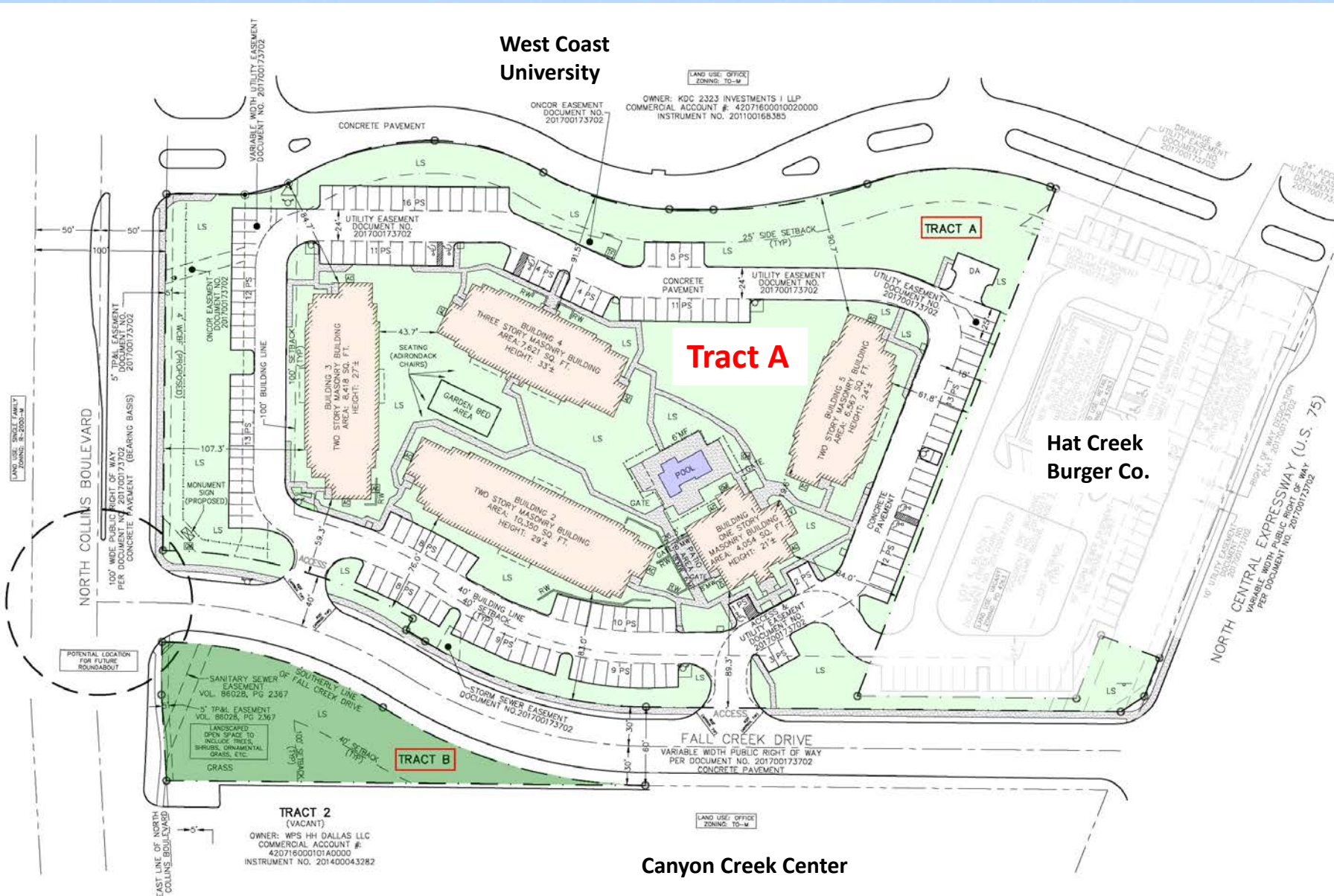
ZF 22-17 Aerial Map
PD Planned Development - Blue Ocean - Hyatt House
2301 N Central Expy/SEC Collins Blvd & Fall Creek Dr

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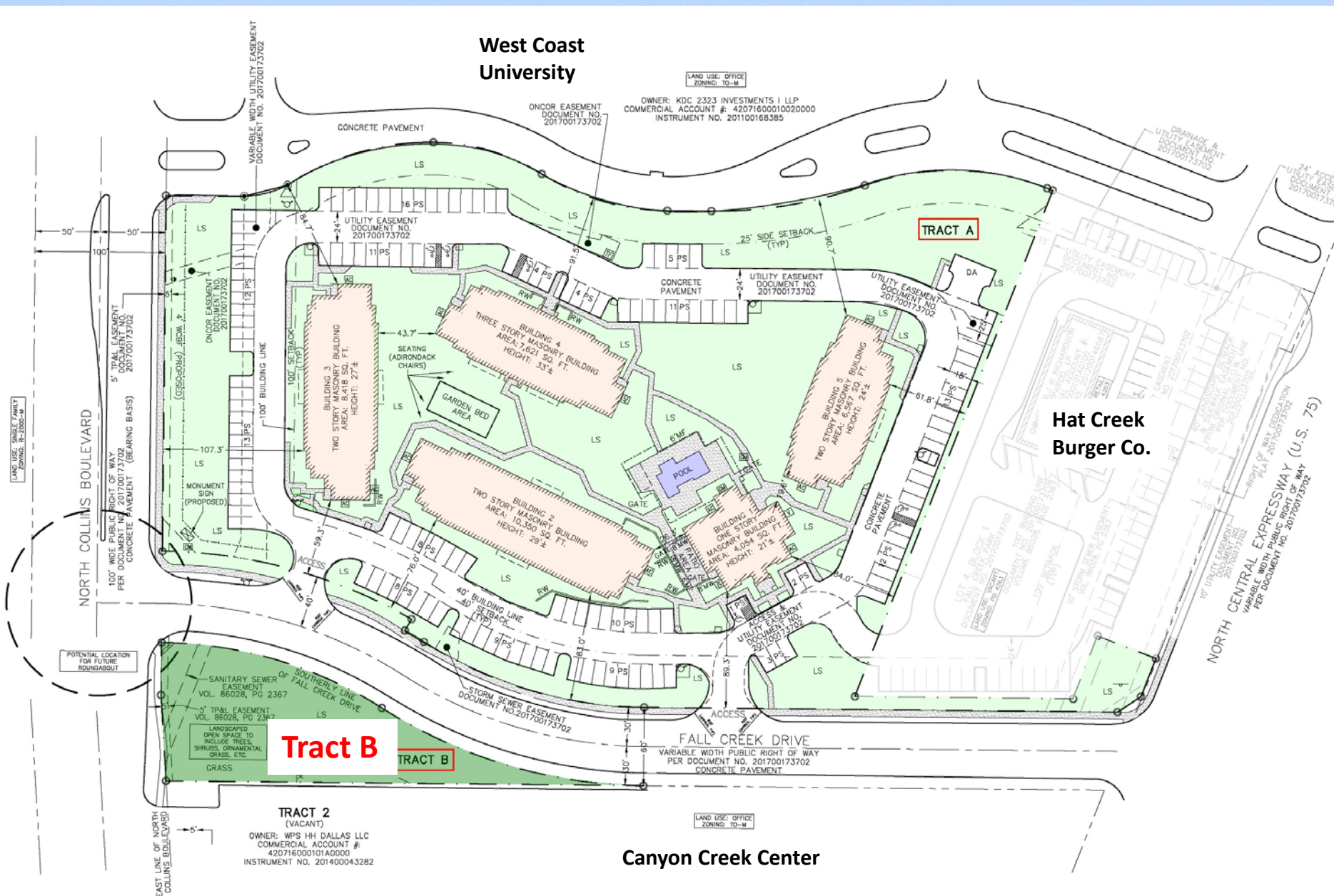


RICHARDSON
TEXAS

PD Development Standards – Tract A

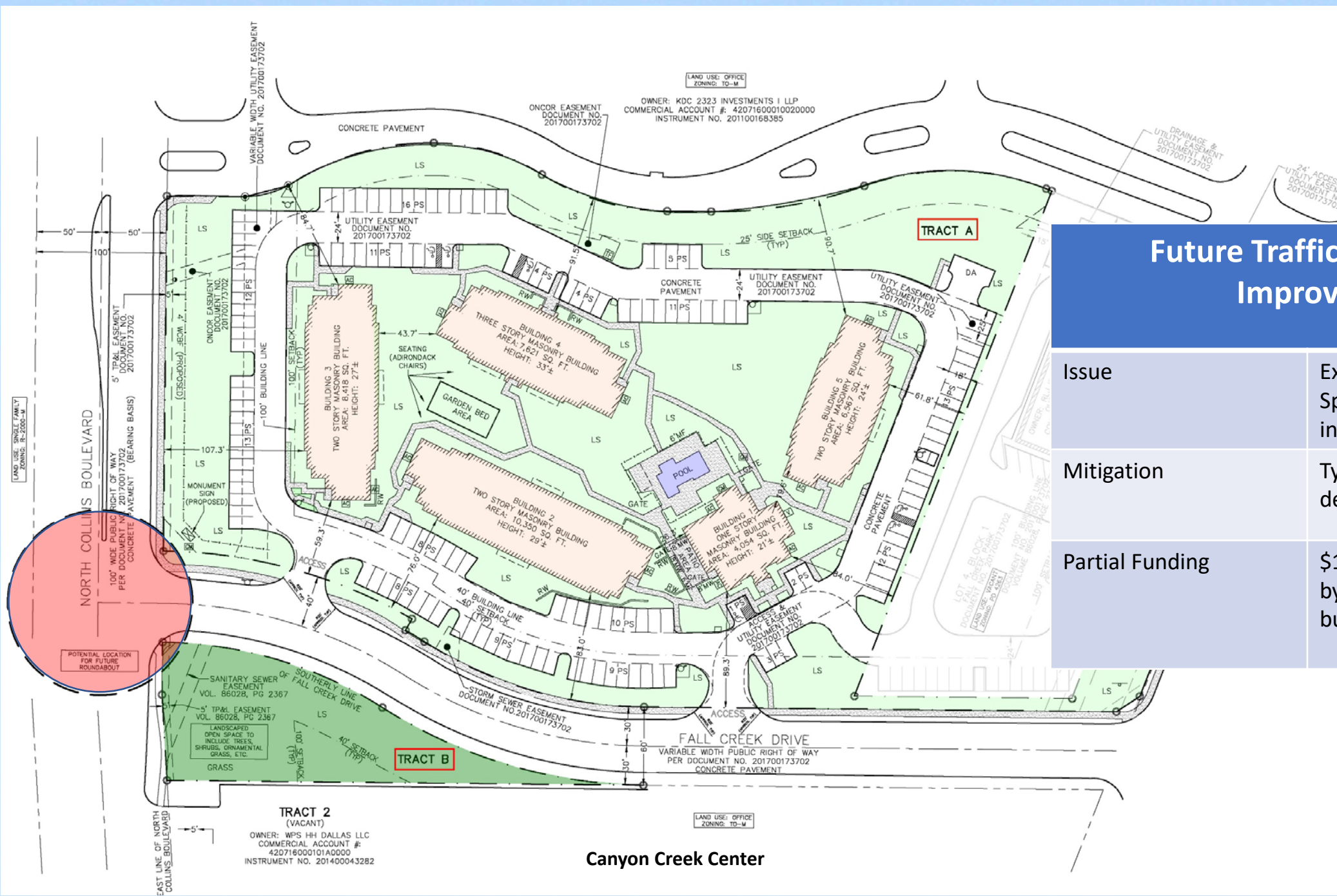


Tract Size	5.2 acres
Use	Apartments/Suite Hotel
Max. Height	36'
Max. # of Units	131 units (repurposed)
Min. Unit Size	Studio: 450 s.f. 1-Bedroom: 500 s.f.
Min. Lot Area	No minimum
Min. Lot Width	No minimum
Min. Lot Depth	No minimum
Max. F.A.R.	0.35:1
Front Setback	-100' along Central & Collins
Side Setback	-40' along Fall Creek
Rear Setback	-25' along north property line
Parking Setback	-40' along Fall Creek -10' along north & south property lines
Required Parking	1 space per unit (131)
Provided Parking	151 spaces



PD Development Standards – Tract B

Tract Size	0.44 acres
Use	Limited to open space area



Future Traffic Intersection Improvement

Issue	Existing Visibility and Speeding (north/south of intersection)
Mitigation	Type and scheduling to be determined by the City
Partial Funding	\$100,000 escrow provided by applicant prior to 1 st building permit

Canyon Creek Center

ZF 22-17 Request Summary (PD Conditions)

PD Planned Development in conformance with the PD Development Standards (Exhibit “A”) and Concept Plan (Exhibit “B”).

Permitted Uses: Tract A – Apartments and hotel, suite / Tract B – limited to open space area

The following standards apply only to Tract A

- Minimum Floor Area: Studio units: 450 s.f. / 1-bedroom units: 500 s.f.
- Maximum Height: 36 feet
- Minimum Lot Dimensions: No minimum lot area, lot width or lot depth requirements
- Maximum Floor Area Ratio (F.A.R.): 0.35:1
- Setbacks: 100 feet along Central & Collins / 40 feet along Fall Creek / 25 feet along North property line
- Parking Setbacks: 40 feet along Collins / 10 feet along north and south property lines
- Perimeter Fencing: 4-foot-tall wooden fence along Collins and portion of Fall Creek
- Landscaping: Minimum 40% with required street trees and parking lot screening
- Parking: One (1) parking space per unit
- Required Amenities: Indoor fitness center, swimming pool, resident garden space with seating and grills, packaged locker system, resident lounge/coffee bar and seven (7) bike racks
- Phasing requirements related to timeframe for conversion
- Escrow for Collins/Fall Creek future intersection improvements

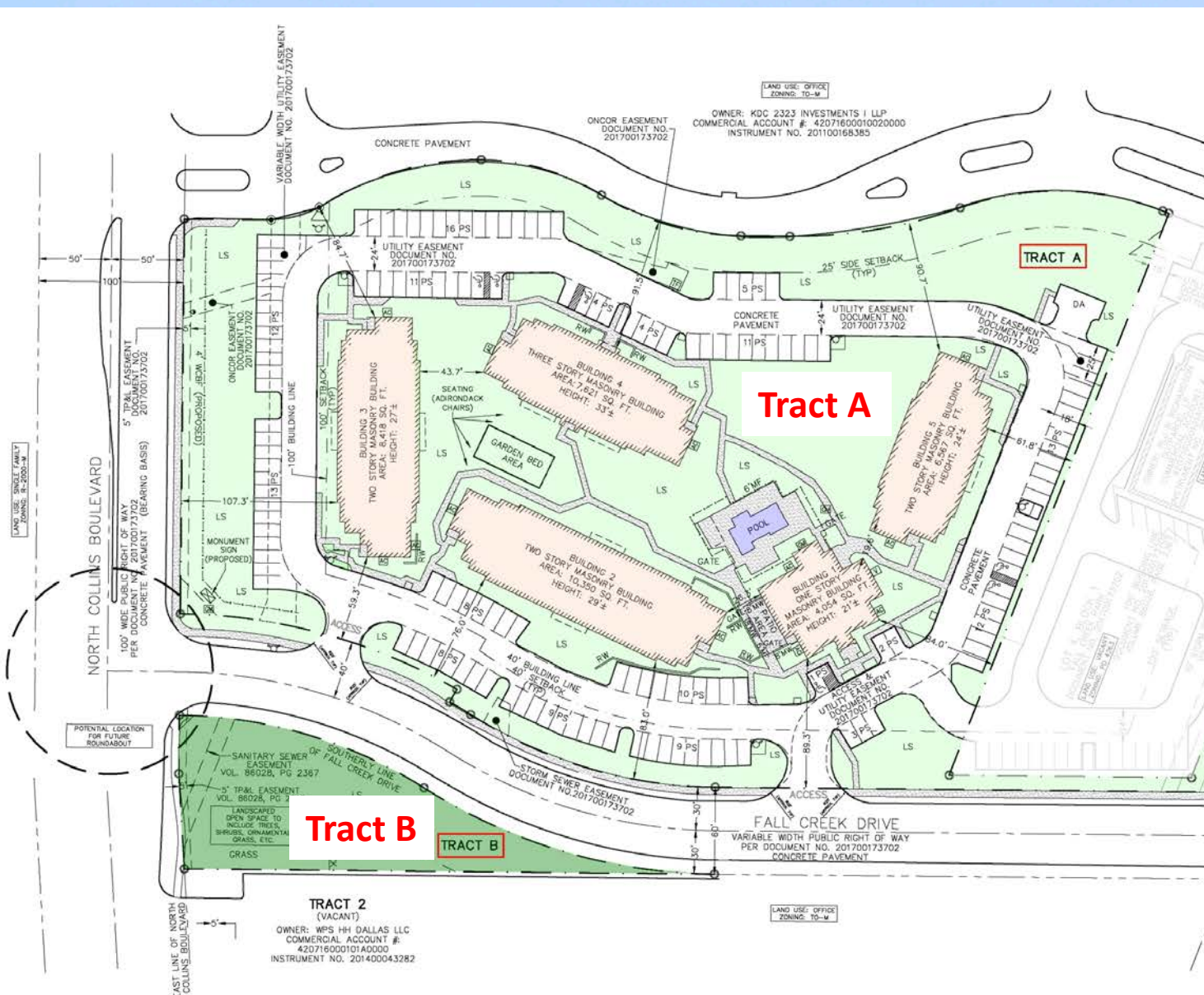
ITEMS TO CONSIDER

- Proposed residential use inconsistent with Future Land Use Plan.
- Applicant's phasing request (CPC Recommendation):

Within sixty (60) days of the issuance of the first building permit, all hotel guests would be required to be relocated into a single building, and the other three (3) buildings would cease use as a suite hotel; ten (10) months after the issuance of the first building permit, no building shall be used as a suite hotel, and the units may only be used as "apartments".

- Intersection Improvements – The applicant will be required to escrow up to \$100,000 for the purpose of improvements at the intersection of Fall Creek Drive and Collins Boulevard to traffic related issues (i.e. speeding) along Collins Boulevard.

PD Development Standards – Tract A



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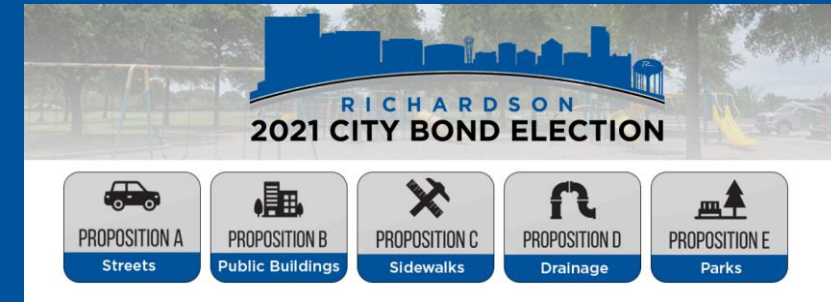


RICHARDSON TRANSPORTATION & MOBILITY PROJECTS

Mark Nelson, Director
Transportation and Mobility
January 30, 2023

Presentation Overview

- 2021 Bond – Traffic Signal Replacement/Installation Project
- Texas Department of Transportation - Highway Safety Improvement Program (HSIP)
 - 2020 Program
 - 2021 Program
- North Central Texas Council of Governments (NCTCOG)
 - Distributed Agent-Based Traffic Lights (DALI) project
 - AV 2.2/2.3 Grant: Connected Automated Vehicles
 - COVID Grant Projects: Three Intersections
 - TA Set-Aside Grant: Arapaho Road/Greenville Avenue
- Other Projects
 - Regional Signal Timing Project
 - Vehicle Detection Upgrades
 - Traffic Monitoring Cameras
 - US75/Belt Line Intersection

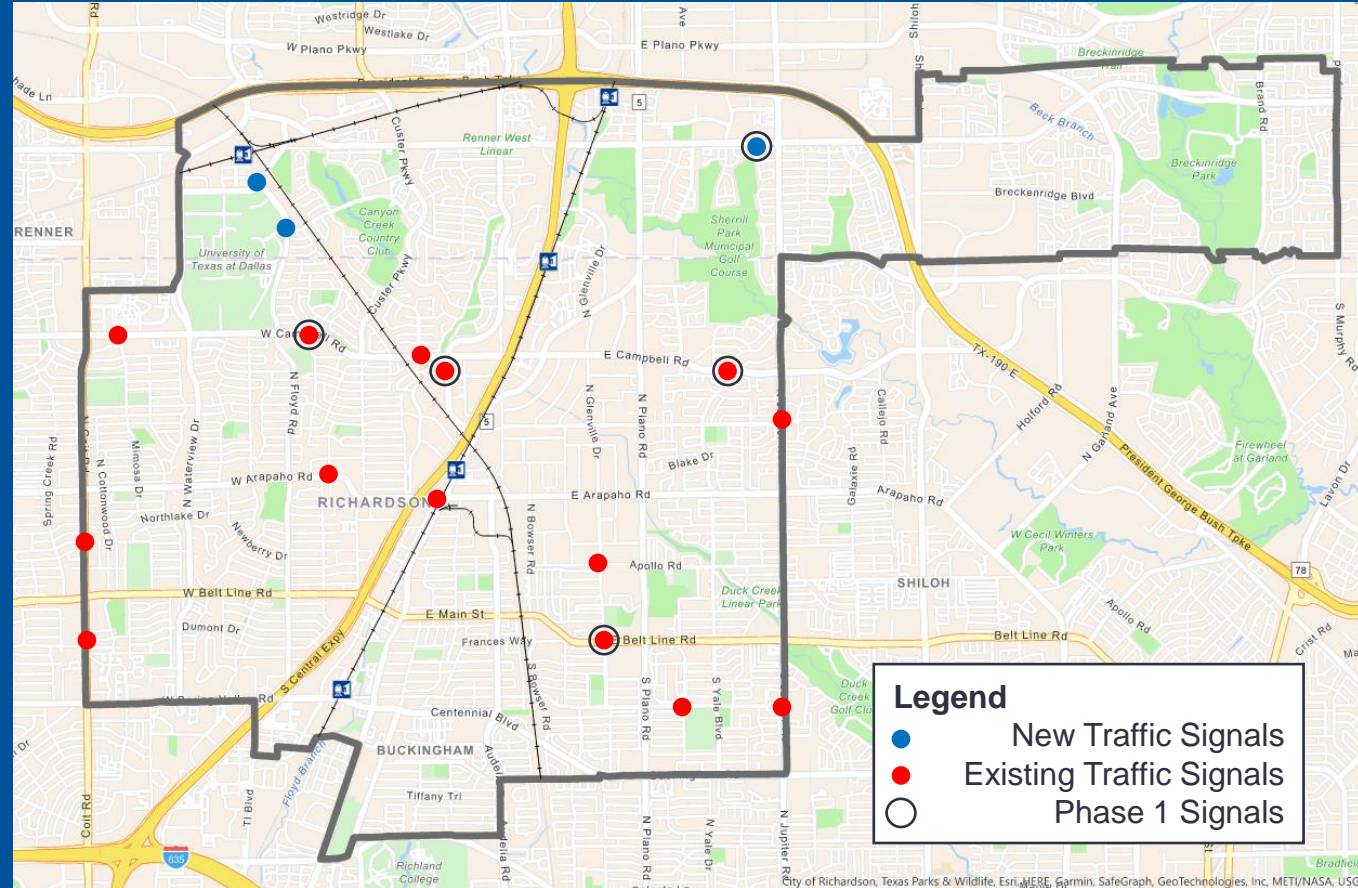


Council Strategies and Tactics

- **Value, protect, and create a positive return on City, resident, and other stakeholder investments in the City**
 - Implement 2021 Bond Programs
 - Continue to build on multi-year infrastructure maintenance strategies
- **Leverage county, state, and federal opportunities**
 - Evaluate opportunities to establish micro-mobility pilot programs in the Richardson IQ®
 - Partner with Collin and Dallas County to advance coordinated development and redevelopment of infrastructure for the benefit of the North Texas region
- **Leverage our regional leadership position to positively impact County, State and Federal issues**
 - Enhance partnership with NCTCOG to implement regional traffic management strategies that result in data driven outcomes that reduce congestion
 - Collaborate with NCTCOG to implement the autonomous vehicle shuttle pilot program in the Richardson IQ®
 - Partner with NCTCOG/UTD on Phase 2 of the DALI project to validate adaptive traffic signal programming effectiveness

2021 Bond Signals

- Scope
 - Replace Aging Traffic Signal Infrastructure at 14 intersections
 - Construct New Signals at 3 Intersections
 - Project Implemented in 4 Phases
- Schedule
 - Design & Equipment – FY 22
 - Phase 1 (5 Signals) – Dec '22 – Oct '23
 - Phase 2 (4 Signals) – Oct '23 – Oct '24
 - Phase 3 (4 Signals) – Oct '24 – Oct '25
 - Phase 4 (4 Signals) – Oct '25 – Oct '26
- Budget
 - **\$7.6M**



Bond Issuance Schedule

FY 22	FY 23	FY 24	FY 25	FY 26
\$1.9 M	\$1.68 M	\$1.245 M	\$1.35 M	\$ 1.425 M

HSIP

- **The Highway Safety Improvement Program** (HSIP) is a Federal-aid program to reduce traffic fatalities and serious injuries on all public roads.
- HSIP is a strategic data-driven program to improve highway safety.
- Requires annual evaluation and project submittal
- Program funds cover up to 90 percent of project construction costs and remaining project costs (design, construction and overages) covered by state and/or local participation



TEXAS DEPARTMENT OF TRANSPORTATION

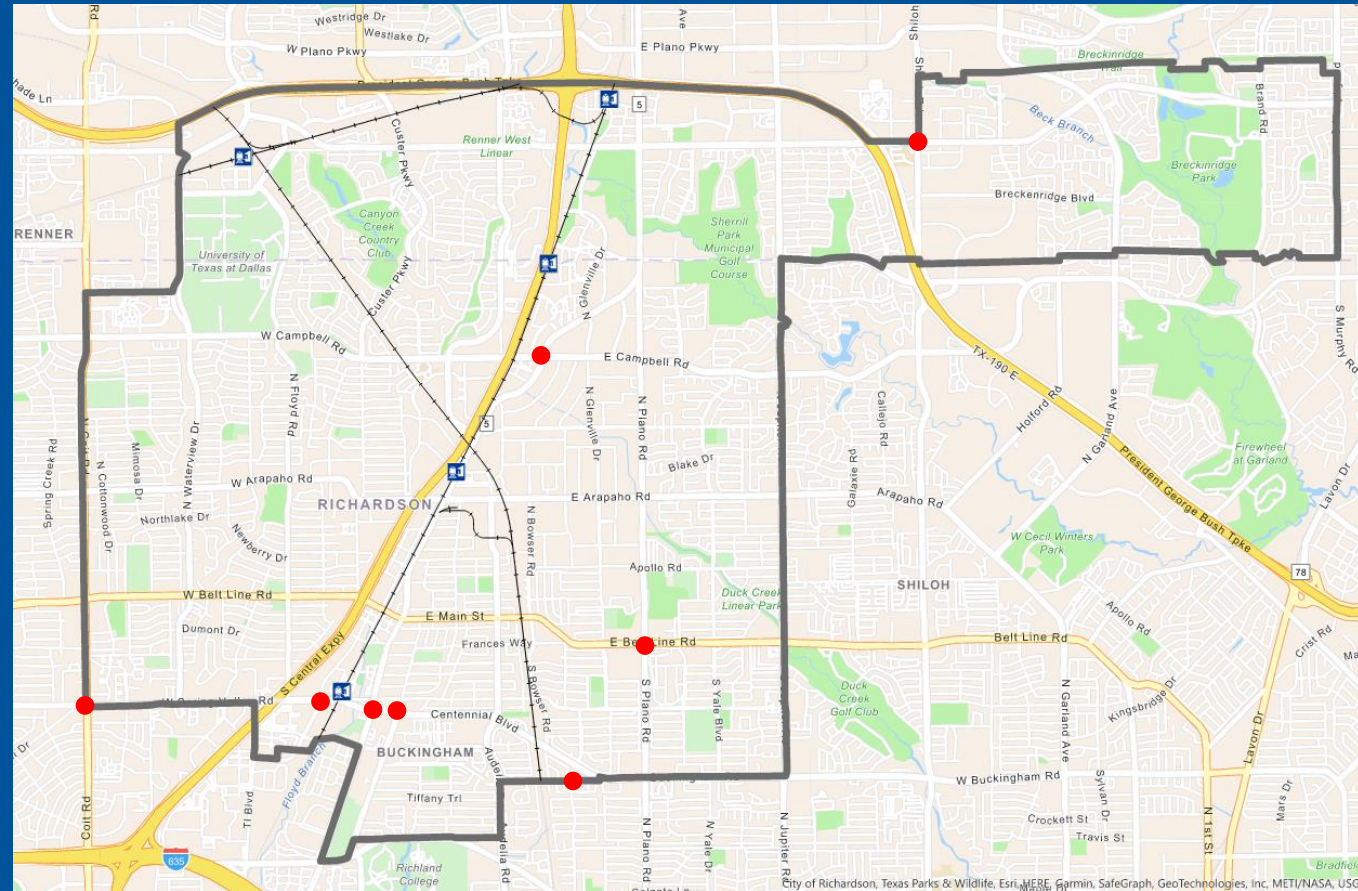


**HIGHWAY SAFETY
IMPROVEMENT
PROGRAM**



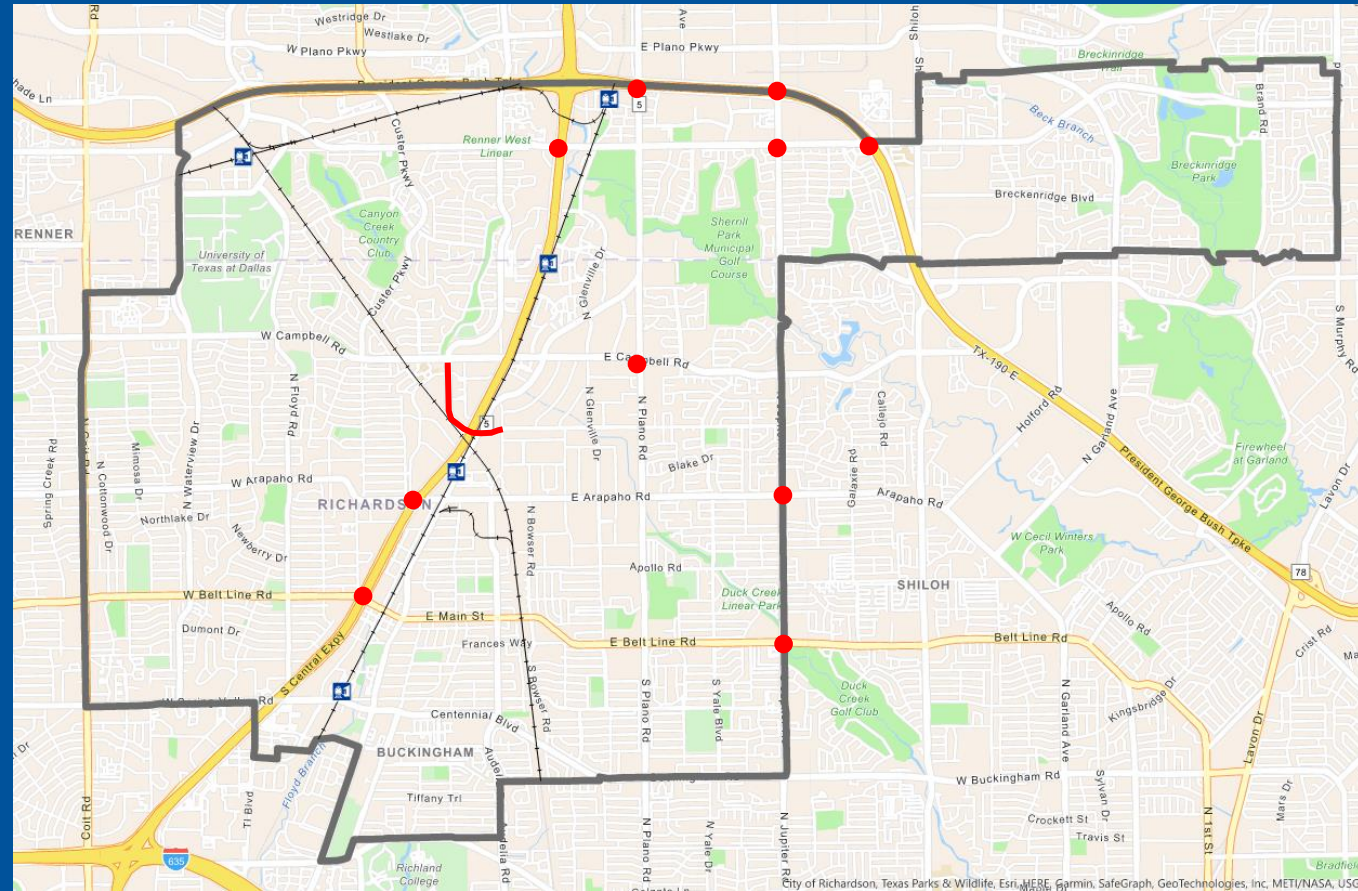
2020 HSIP

- Scope
 - Replace aging traffic signal infrastructure at 8 intersections
- Schedule
 - Design - Completed Oct '22
 - Construction - Dec '22 - Oct '23
- Budget
 - **\$4.09M**
 - TxDOT HSIP Funding - \$3.15M
 - City Match - \$610K
 - Transportation Development Credits (TDC) - \$330K



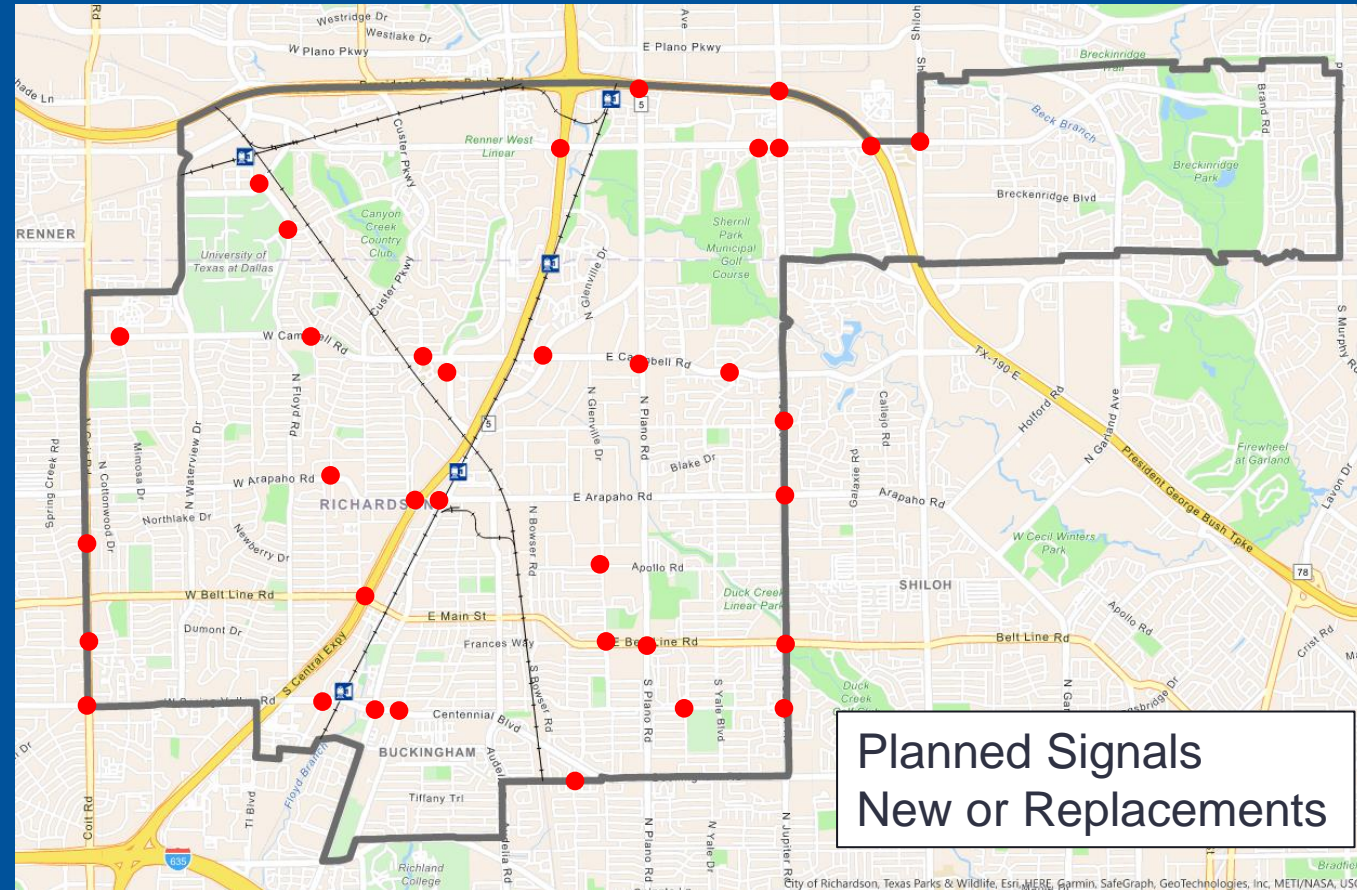
2021 HSIP

- Scope
 - Replace aging traffic signal infrastructure at 10 intersections
 - Bike/Pedestrian improvements along Collins Blvd.
- Schedule
 - Design - FY '24
 - Construction - FY '25
- Budget
 - **\$8.76M**
 - TxDOT HSIP Funding - \$7.84M
 - City Match - \$0.62M
 - Dallas County - \$0.3M



Traffic System Infrastructure

- Total signalized intersection in the City - 135
 - 22 signals upgraded since 2015 Bond Program (16%)
 - 39 planned signal; new or replacements signals (29%)
- Overall health of the traffic signals
 - 39 Signals planned for replacement
 - 42 Signals in Fair/Good condition
 - 54 Signals in Excellent condition



Innovative Technology

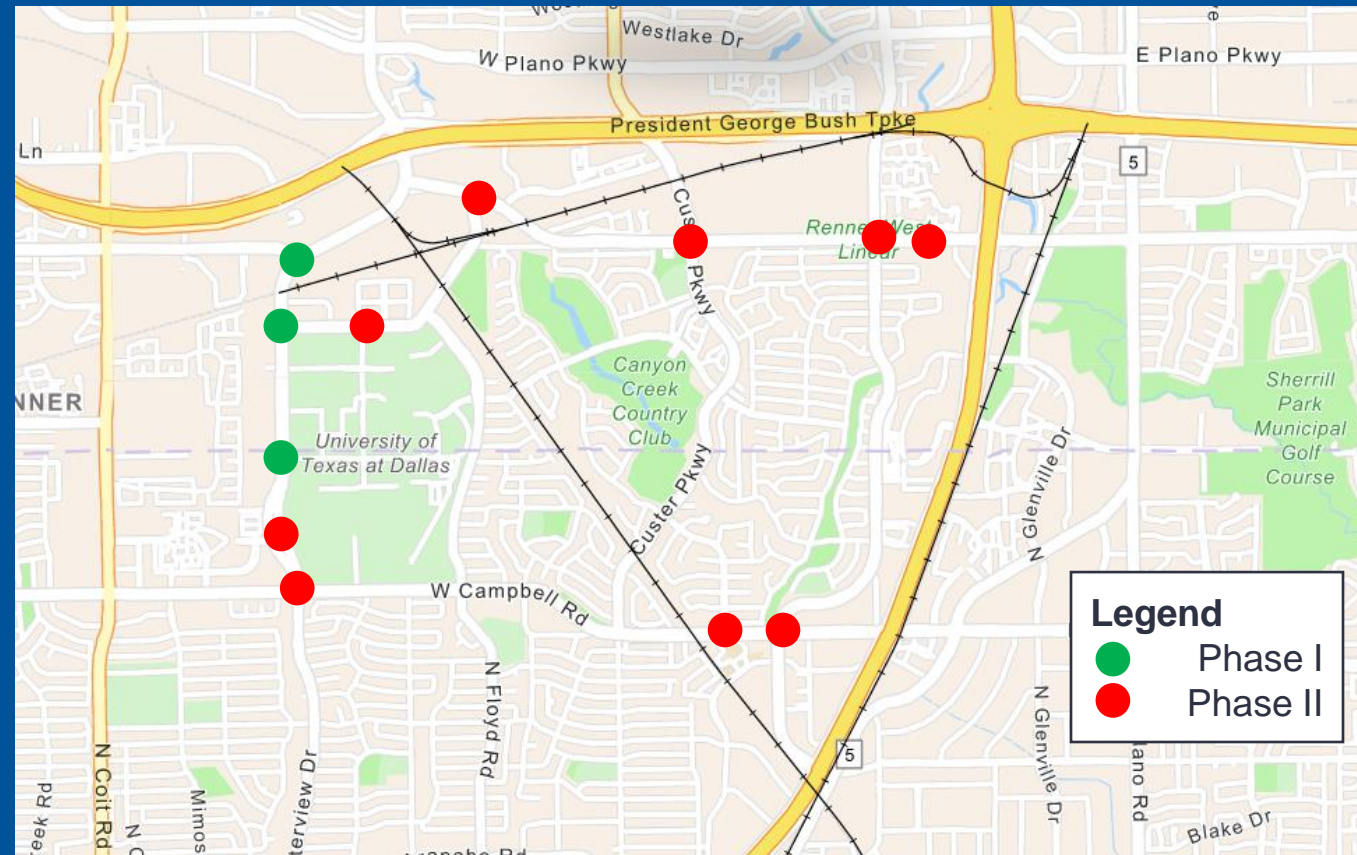
- **DAI – Distributive Agent-Based Lights:**
 - 2018-2019 UTD Pilot Program – AI based software for traffic signal timing
- Pilot projects intended to embrace the Richardson IQ Vision by implementing and/or testing new technologies to improve access and mobility
- Closely working on pilot projects with the UTD Center for Smart Mobility (COSMO)



DALI

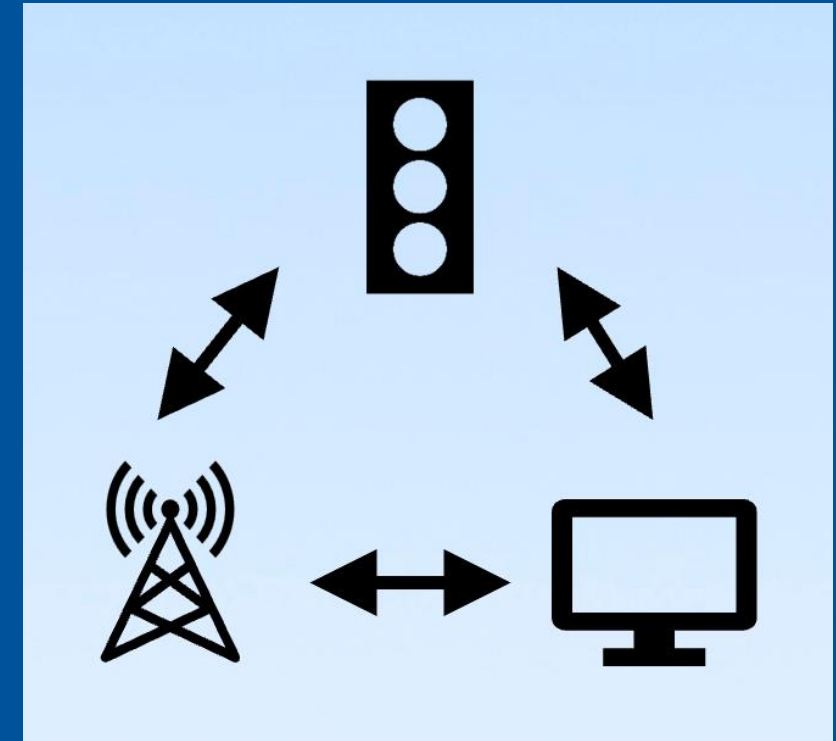
Signal Operation Improvement Project in Partnership with UTD

- Scope – Phase II
 - Development of improved signal progression – AI based technology
 - Deployment and monitoring of operational changes
- Schedule
 - Jan '23 – Dec '23
- Budget
 - **\$150K**
 - NCTCOG - \$150K
 - No City Match



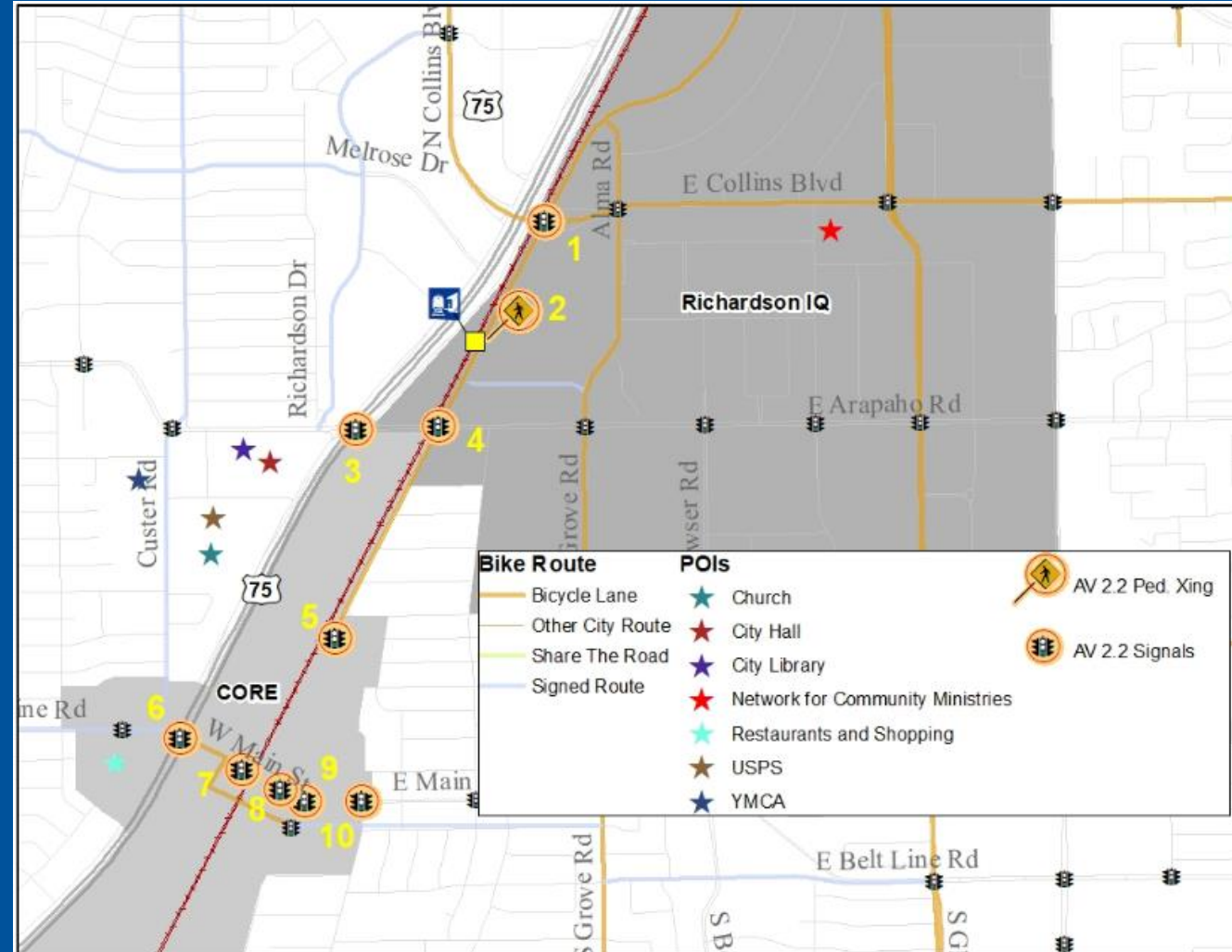
Autonomous Vehicle Program

- Autonomous Vehicle 2.2 phase of the program includes technology upgrades for traffic detection and communication to facilitate connected vehicles integration at 10 locations
- Autonomous Vehicle 2.3 phase includes planning and implementation of autonomous vehicle ride service along certain routes within the City



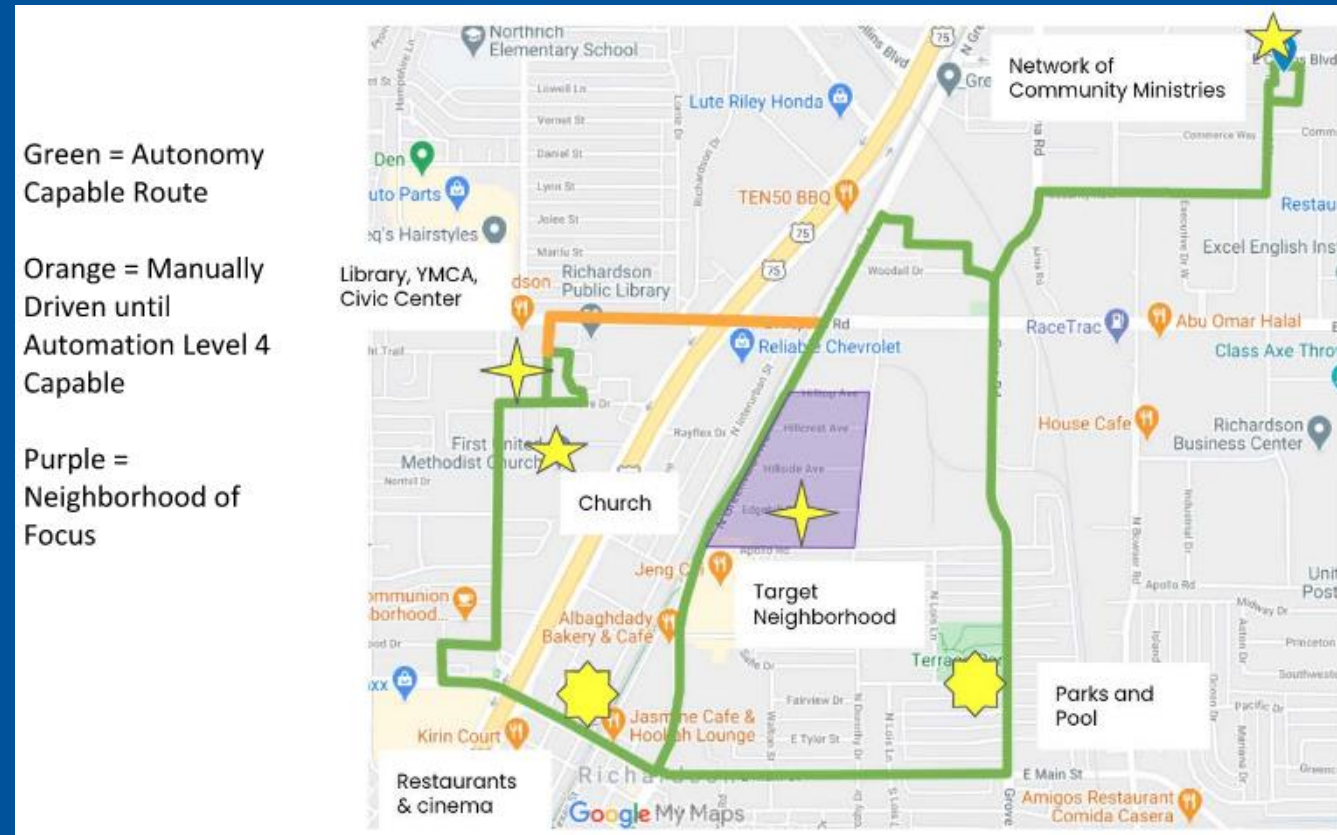
Autonomous Vehicle 2.2

- Scope
 - Traffic Detection and Communication system upgrades using enhanced technology at 10 intersections
- Schedule
 - June '23 – June '24
- Budget
 - **\$1.67M**
 - NCTCOG - \$1.67M
 - No City Match



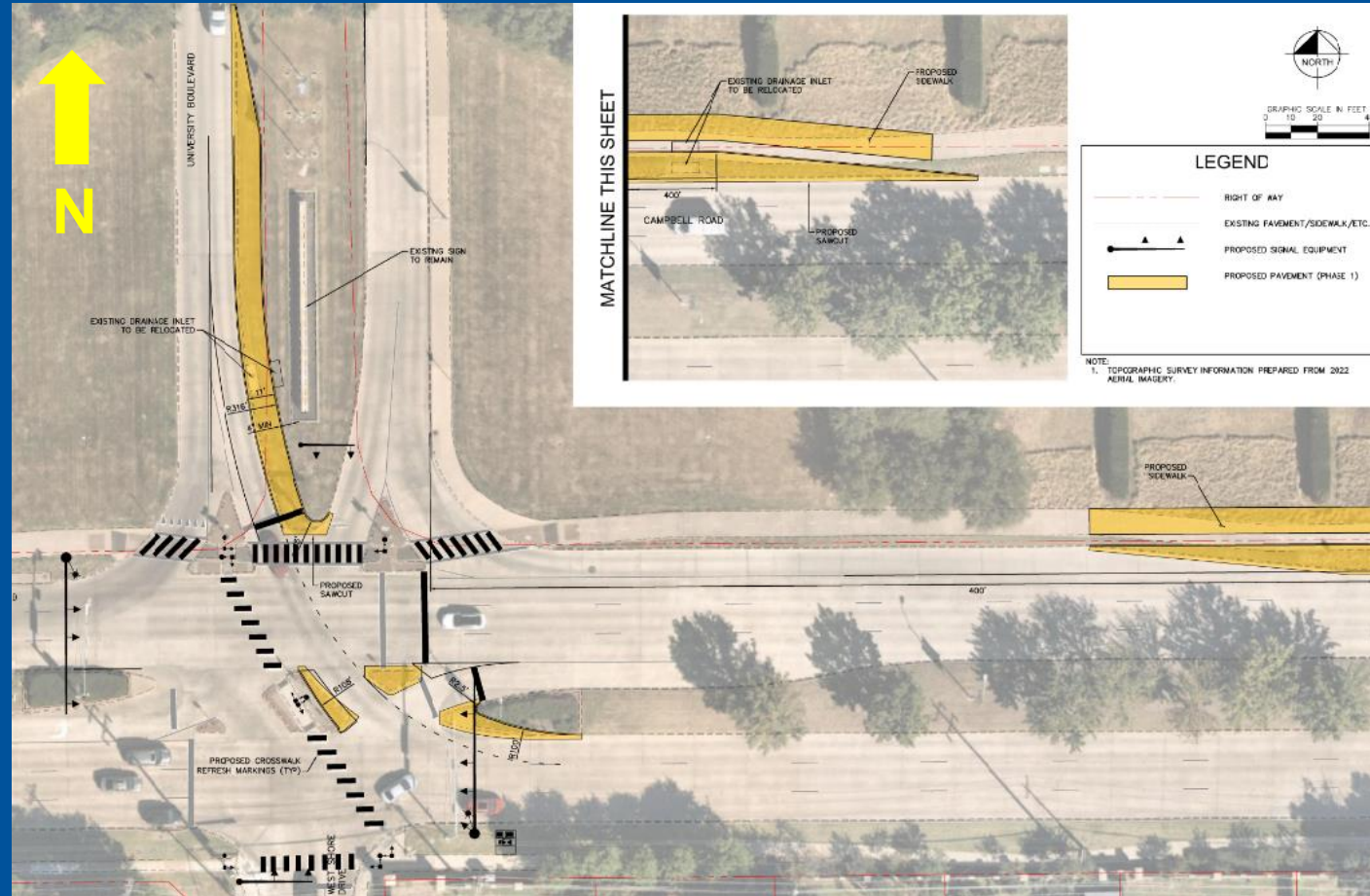
Autonomous Vehicle 2.3

- Scope
 - Testbed for Autonomous Vehicles and Traffic Infrastructure
 - Improve Mobility Options
- Schedule
 - Planning and Implementation - June '23 – June '24
 - Operation - June '24 – June '26
- Budget
 - **\$3.36M**
 - NCTCOG - \$3.36M
 - No City Match



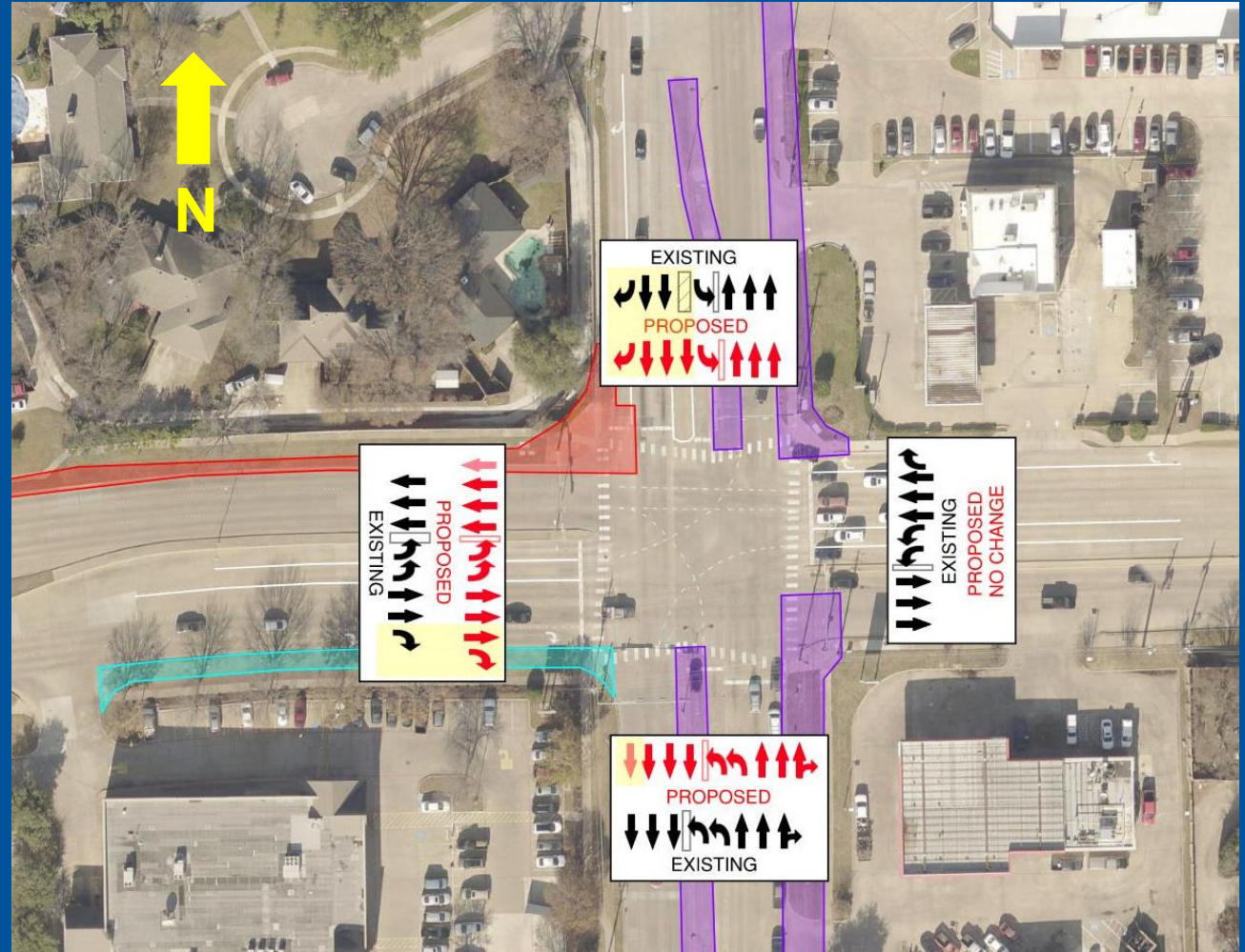
University Pkwy/Campbell Rd

- Scope
 - Intersection Capacity Improvements and Signal Replacement
- Schedule
 - Design - Feb '23 – Nov '23
 - Construction - Dec '23 – Dec '24
- Budget
 - \$1.6M
 - NCTCOG – \$1.3M
 - COR 2021 Bond Program – \$0.3M



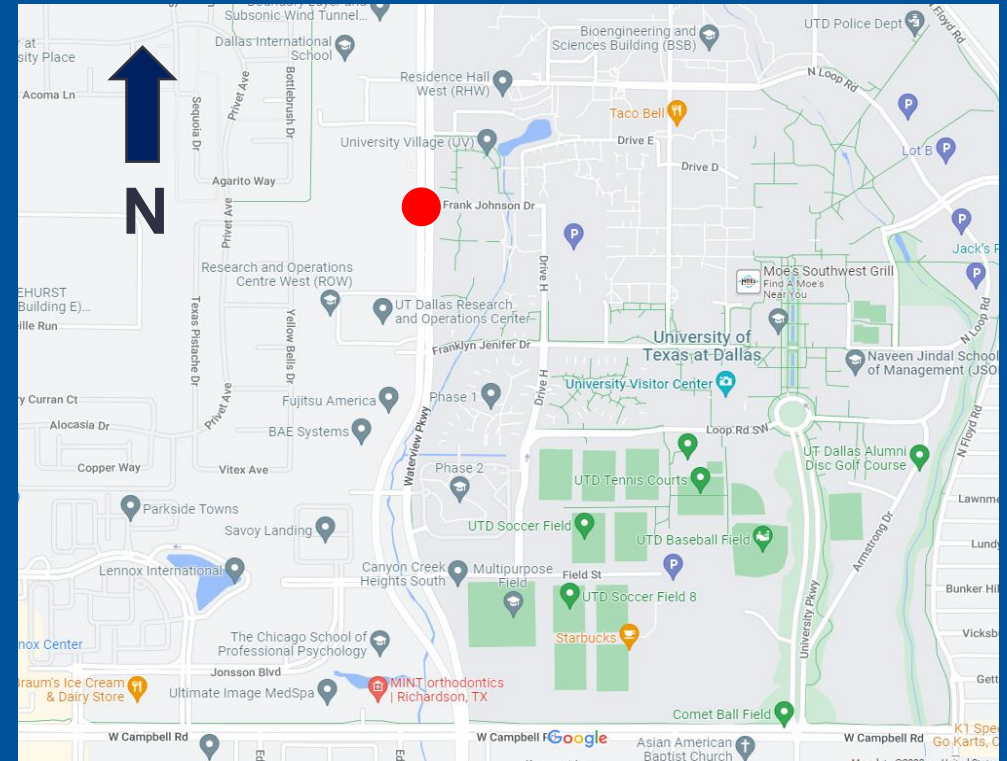
Jupiter Rd/Campbell Rd

- Scope
 - Intersection Capacity Improvements and Signal Replacement
- Schedule
 - Design - Complete Apr '23
 - Acquire ROW – Jan '23 – Dec '23
 - Construction - Jan '24 – Jan '25
- Budget
 - \$3.29M
 - NCTCOG - \$1.79M
 - COR 2021 Bond Program – \$1M
 - Dallas County MCIP - \$0.5M



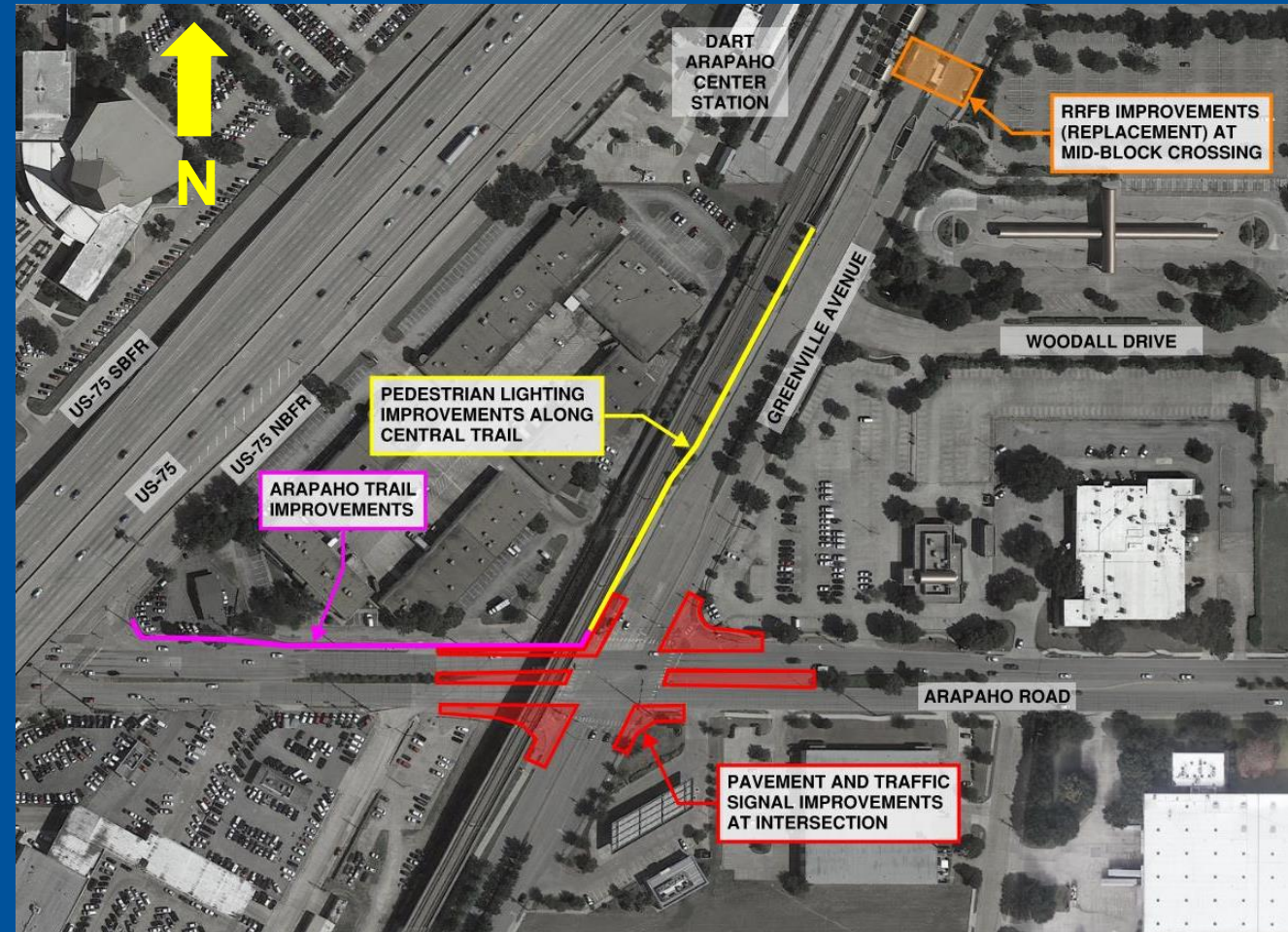
Waterview Pkwy/Frank Johnson Dr

- Scope
 - New Signal Installation
- Schedule
 - Design – Completed Jan 23
 - Construction – Jul '23 – Dec '23
- Budget
 - **\$0.378M**
 - NCTCOG - \$0.35M
 - COR 2021 Bond Program – \$28K



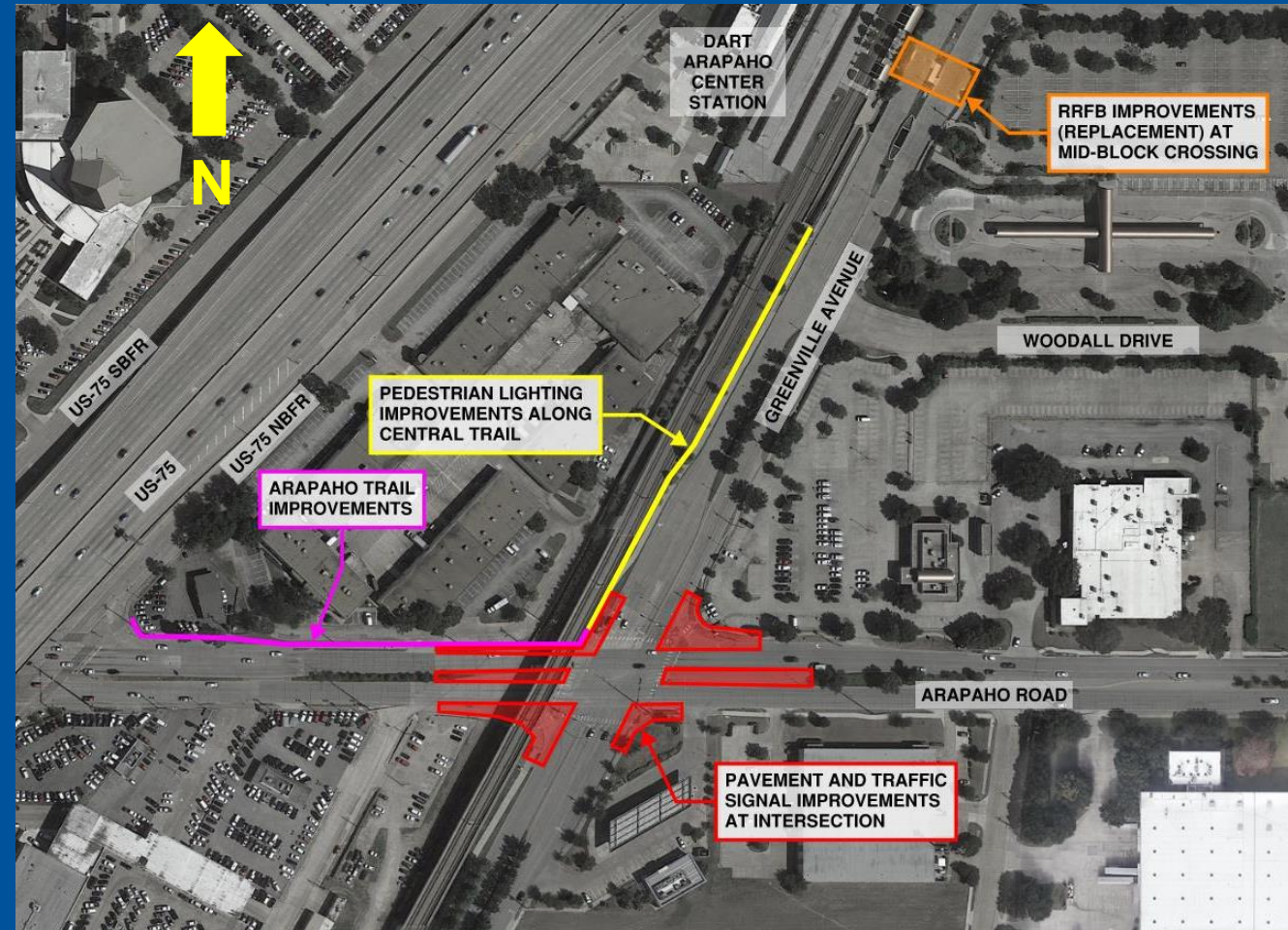
Greenville Ave/Arapaho Rd

- Scope
 - Bike/ped safety improvements near intersection
 - Construct trail along Arapaho Rd from US 75 to Greenville
 - Add lighting along Central Trail from Arapaho to DART Arapaho Center Station
 - Upgrade Rectangular Rapid Flashing Beacon (RRFB) at Arapaho Center Station crosswalk



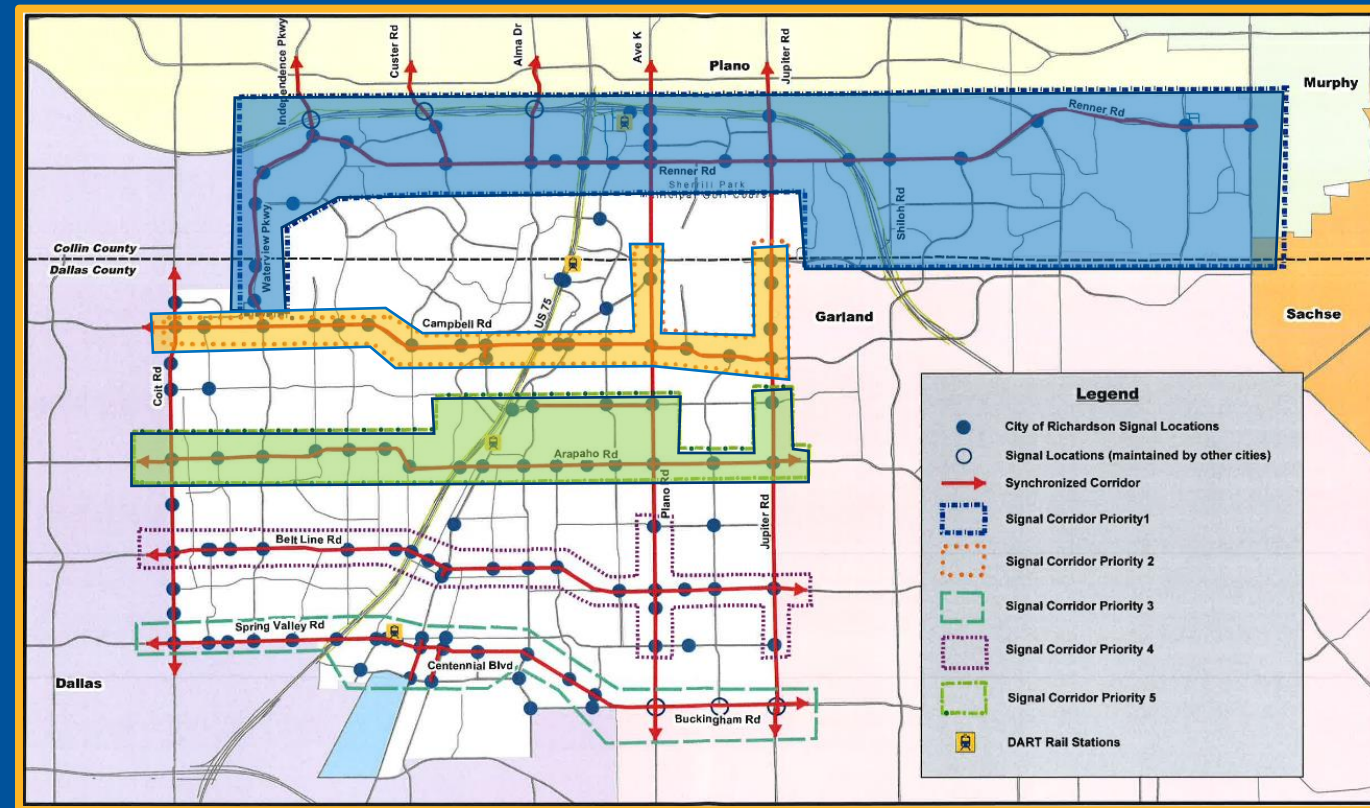
Greenville Ave/Arapaho Rd

- Schedule
 - Design – Jun '21 – Jun '23
 - Construction – Jul '23 – May '24
- Budget
 - **\$2.6M**
 - Design – City Funded - \$600K
 - Construction – Federal Funding (Transportation Alternatives)
- Will tie to future project connecting eastside of US75



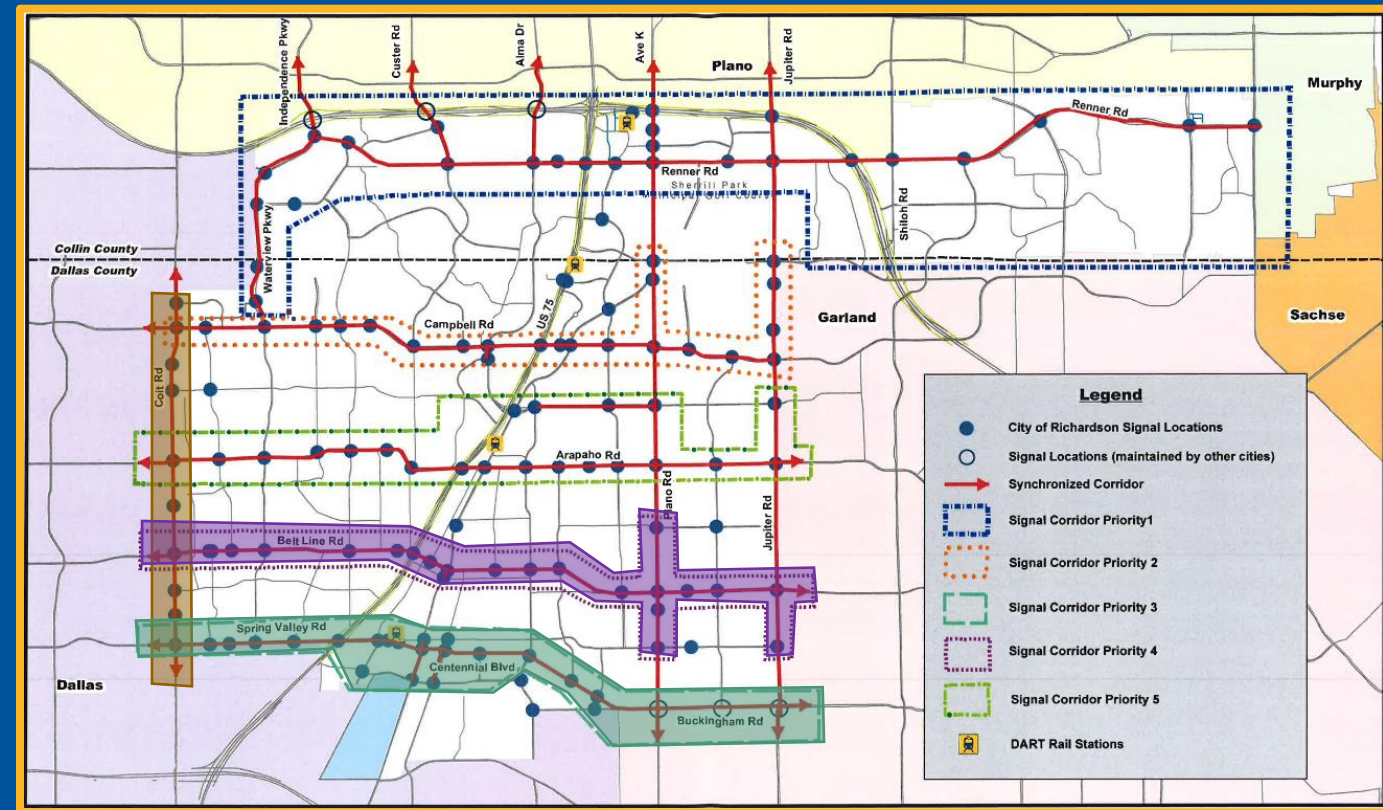
Regional Signal Timing – Phase 1

- Scope
 - Three Primary East-West Corridors - 80 Intersections
 - Five Timing Plans
 - AM, PM, Midday, Off-Peak & Weekend Peak
- Completed in 2021
- Budget
 - **\$470K**
 - NCTCOG Grant Funded



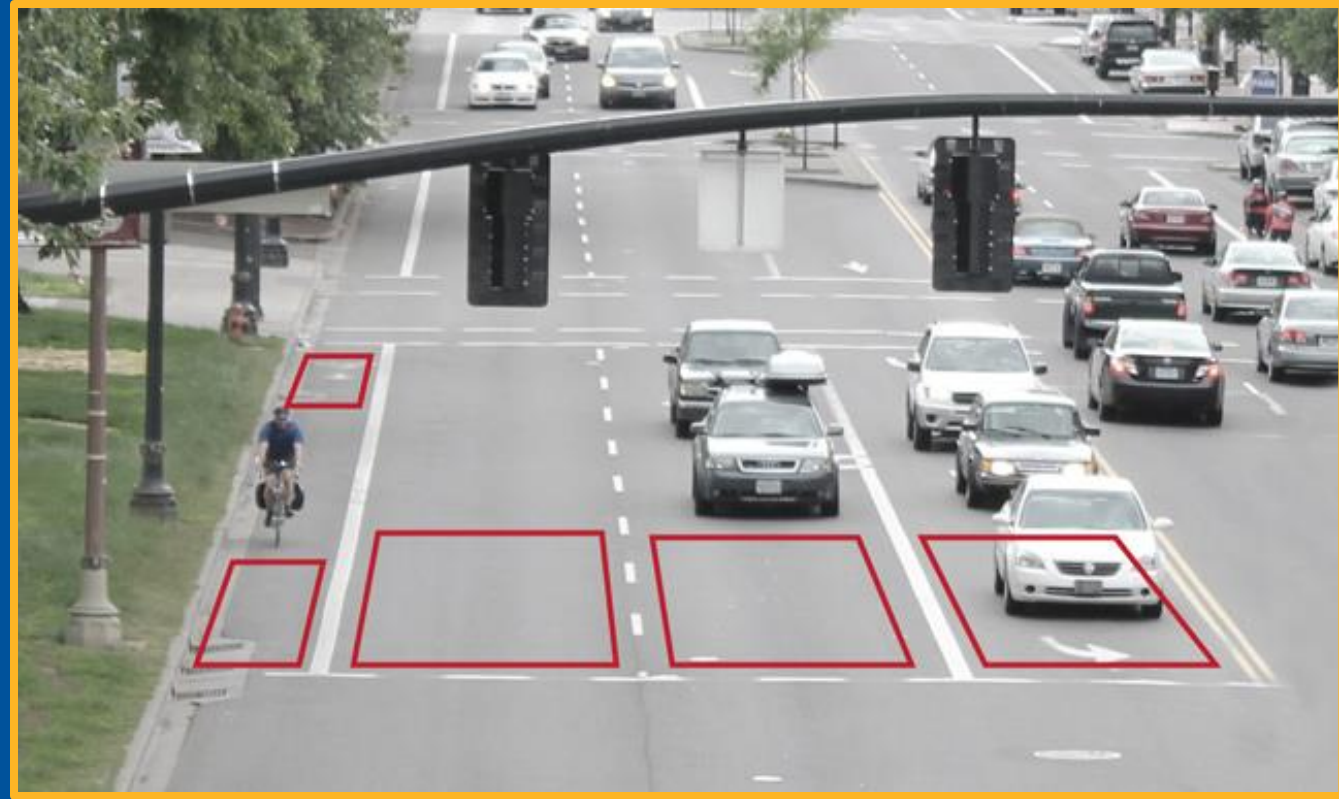
Regional Signal Timing – Phase 2

- Scope
 - Two Primary East-West Corridors & one North-South
 - 74 Intersections
 - Five Timing Plans
- Schedule – Jan '23 – Dec '23
- Budget
 - **\$360K**
 - City Funded



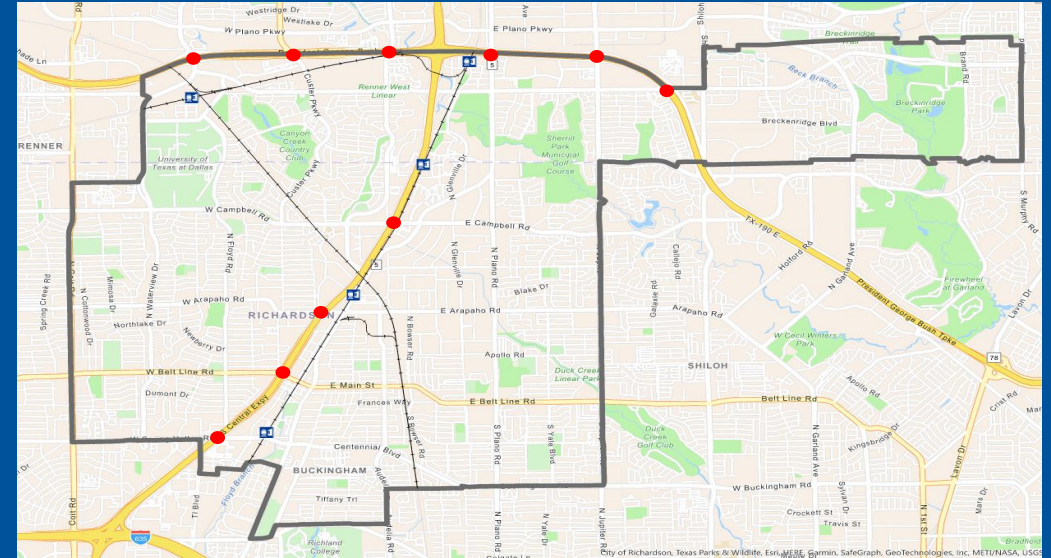
Vehicle Detection Upgrades – Phase 2

- Background
 - Phase 1 included upgrades at 67 intersections - Summer 2021
- Scope
 - Detection upgrades at 40 intersections
- Schedule – Jan '23 – Sep '23
- Budget
 - **\$1M**
 - City Funded



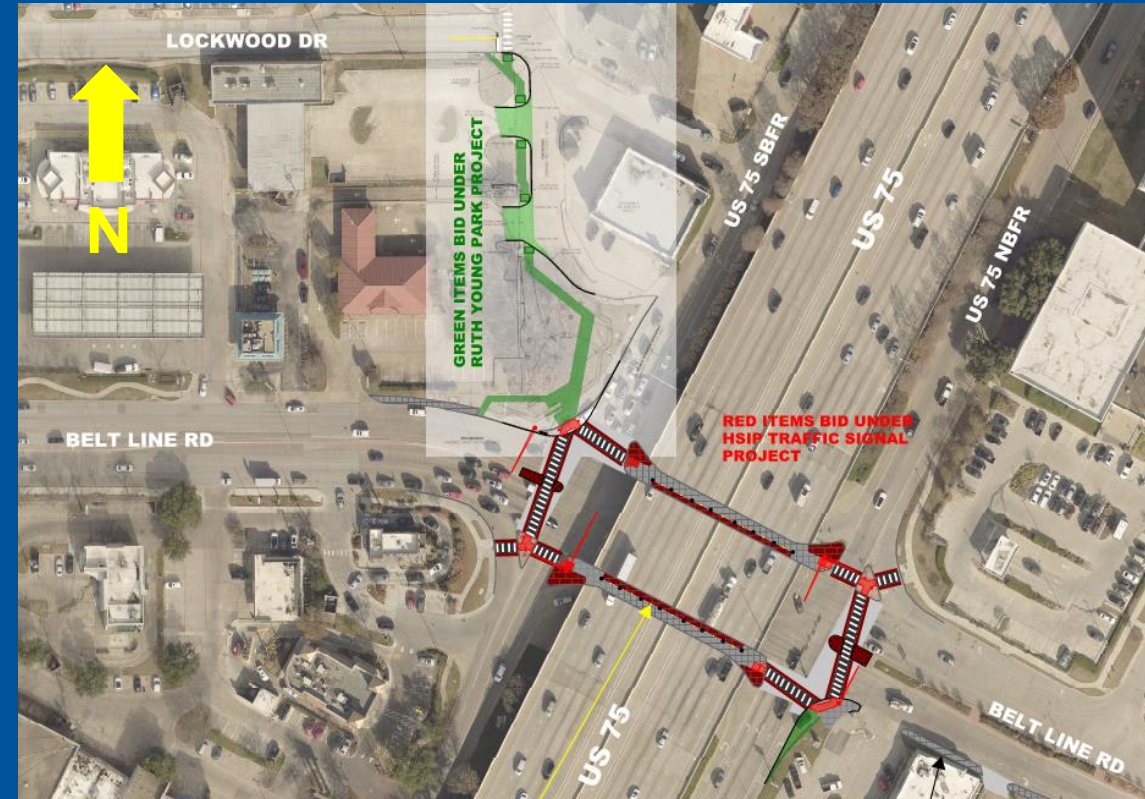
Traffic Monitoring Cameras

- Background
 - Pan Tilt Zoom (PTZ) Cameras are typically used for monitoring traffic, incident management and response to emergencies
 - Currently at over 70 intersections
 - FY '23 funded installation of new cameras at 10 high priority intersections
 - All Freeway Interchanges
- Schedule – Jan '23 – Sep '23
- Budget
 - **\$90K**
 - City Funded



US 75/Belt Line Intersection

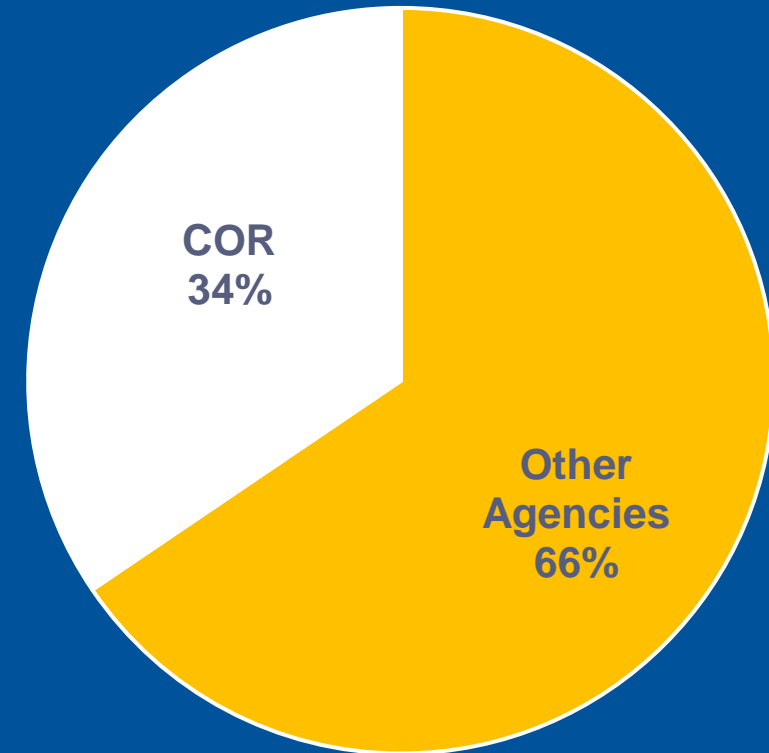
- Scope
 - Signal Upgrades & Pedestrian Improvements
- Schedule
 - Signal
 - Construction May '23 – May '24
 - Pedestrian
 - Design - Mar '23 – Dec '23
 - Construction - Jan '24 – Dec '24
- Budget
 - **\$ 2.9M**
 - Signal – HSIP funded (\$900K)
 - Pedestrian – 50:50
 - MCIP (\$1M)
 - City (\$1M)



T & M Projects – Summary

- Total Projects – 46
- Total Cost – \$38.32M
- COR Funding - \$13.21M

Total Cost



Final Thoughts - US 75

- Scope
 - I-635 to SH121
 - Conversion of HOV lanes to Tech lanes
- Recent announcement at the Regional Transportation Council
 - Federal Highway Administration letter with no objections to conversion
- Status
 - TxDOT is finalizing plans and expect to go to bid in this summer
- Future updates
 - TxDOT/RTC representative to provide more detailed briefing

Questions



RICHARDSON
TEXAS

Mark Nelson, Director
Transportation and Mobility
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RICHARDSON

DART INTERLOCAL AGREEMENTS

Mark Nelson, Director
Transportation and Mobility
January 30, 2023



Purpose of Presentation

- Review amendments to an existing interlocal agreement (ILA) between DART and the City of Richardson related to the construction of the Silver Line Commuter Rail Project
- Review terms and conditions of an ILA between DART and the City of Richardson relating to the proposed reallocation of funds by DART to the City of Richardson for the purpose of supporting public transportation or complementary services
 - Consent Agenda includes a resolution authorizing execution of the ILA by the City Manager

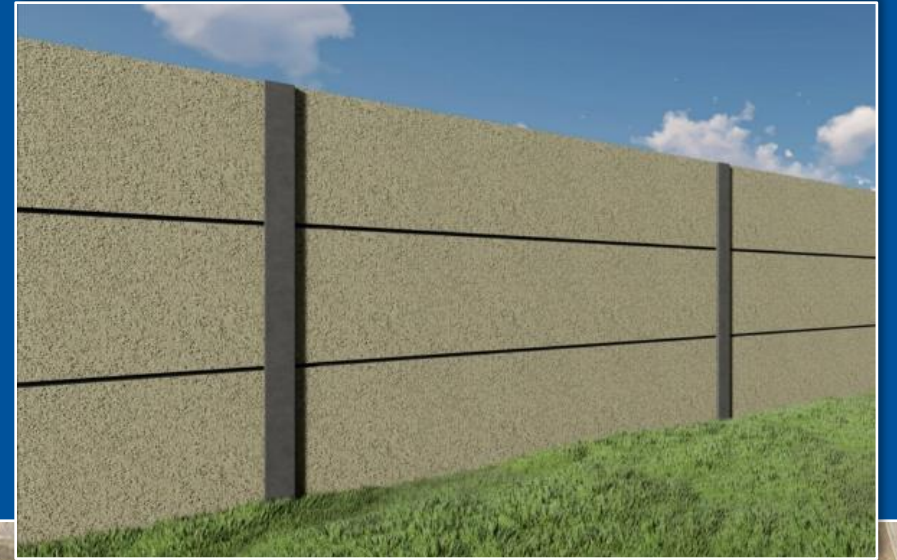
Background – Silver Line ILA

- DART and the City of Richardson entered into an ILA in August 2018 as part of the Silver Line Commuter Rail Project
- COR agreed to participate in project funding via TIF Zone #2 and #3 in consideration of enhancements to the base project in the COR corridor
- TIF reimburses project expenses up to 11.67% of the revenue of the TIF Zones through Tax Year 2036
 - 11.67 % is reallocated from developer to DART as part of the original Silver Line project agreement

Entity	Before ILA	After ILA
TIF Developer	66.67%	55.00%
DART- Silver Line	0.00%	11.67%
COR General Fund	33.33%	33.33%
Total	100.00%	100.00%

Background - Tall Walls

- 15-ft Tall Sound Walls
- 300' west of Synergy to 300' east of Renner
- Extended 200' further east in lieu of Short Walls
- South side of tracks between rail and Canyon Creek neighborhood



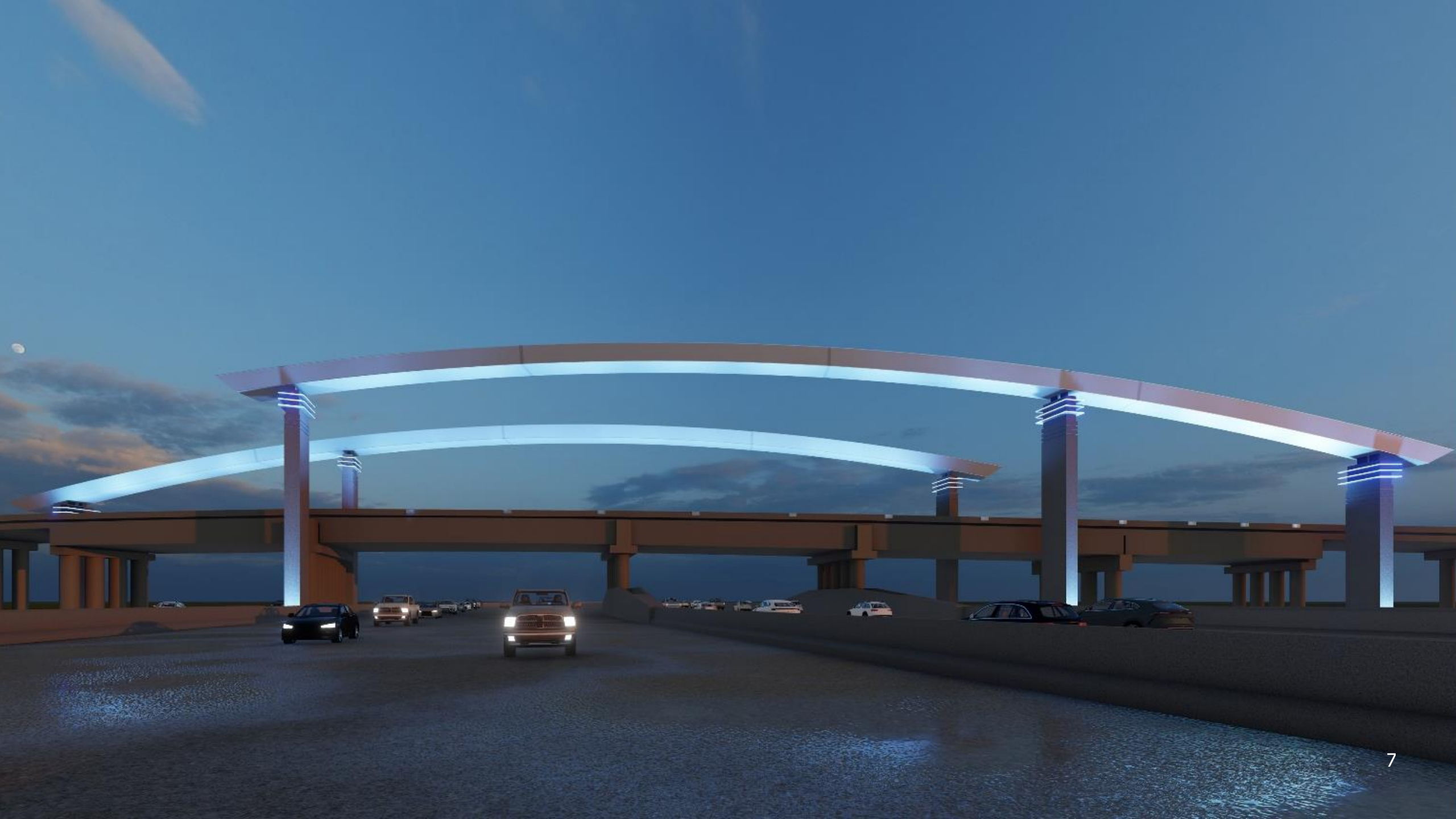
Background - Short Walls

- 6-ft Short Sound Walls
- On elevated bridges and retaining wall structures to reduce noise
- Constructed on north and south sides of the track



Revisions to ILA

- DART Silver Line Revenue Service Date
 - Revised from December 2022 to December 2024 or date approved by DART Board
 - Last week, DART announced date being moved to **late 2025 to mid-2026**
- Short walls
 - Removed from design reflecting COR's desire to not advance due to aesthetics and maintenance concerns
 - Design of rail cars upgraded with wheel skirts reducing noise signature
 - Worked with DART to enhance landscaping for a more aesthetically pleasing treatment along the corridor
- PGBT/Alma – Dual Left Turns & Quad Gates
 - Plano request within COR City Limits



Aesthetic Arches

- Provides DART flexibility for arches to be bid and constructed separately from larger design/build project
- Clarifies Aesthetic Arch maintenance responsibilities
 - Long-term maintenance was not originally addressed in original ILA
 - First 10 years – DART is responsible for all maintenance
 - After 10 years – 50:50 cost share between COR and DART on costs more than 10% of value of asset
- Completion Date - 24-months after revenue service
 - TIF Payments suspended if arches are not completed in 24 months
 - Payments to resume once completed

Custer

Revised Custer Parkway from Grade Separated to At-Grade

KCS Railroad outlined operational safety concerns with bridge grade at Custer and Jupiter (Plano)

- Added Traffic Infrastructure Enhancements:
 - Update and coordinate traffic signal technology
 - Northbound Custer right turn lane – *if needed*
 - New signal Renner/Greenside – *if needed*
- Construction of pedestrian bridge
- Completion date - 24-months after revenue service
 - TIF Payments suspended if bridge is not completed in 24 months
 - Payments to resume once completed

Next Steps – Silver Line ILA

Resolution approving original ILA authorizes City Manager to negotiate and approve future amendments

Pending outcome of this briefing the City Manager will sign the amended and restated DART Silver Line Interlocal Agreement

DART Interlocal Agreement with Service Area Cities for Allocation of Funds for Public Transportation Improvements or Complementary Transportation Service.



BACKGROUND – DART Allocation ILA

- In November, the DART Board approved a resolution and draft ILA that will provide for the allocation of funds for public transportation improvements and or complementary transit services for Service Area Cities
- Funds were made available based on federal funding DART received as part of the COVID recovery efforts and stronger than anticipated sales tax receipts
- Funds are to be distributed based on a percentage of FY 2021 and FY 2022 sales tax contribution or based on population of service area city
- Total available funding to the Service Area Cities - \$233,924,000
- COR – due to receive \$14,368,000

Project Eligibility

- Complementary Transportation Services
 - Special transportation services (elderly or disabled)
 - Medical transportation services
 - Street modifications to accommodate public transportation
 - Other service that may compliment DART service; parking garage, bike/ped connections, etc
- Planning, engineering, environmental studies, ROW acquisition, etc.
- Future DART system projects
- DART must approve project in writing to be deemed an “Eligible Project”

Next Steps

- Authorize the City Manager to enter into the proposed ILA
- Service Area Cities and DART to finalize revisions to proposed ILA
- City staff will develop candidate project list and brief Council
- Submit candidate projects to DART prior to January 31, 2024

Conclusion/Questions

Mark Nelson, Director
Transportation and Mobility
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