City of Richardson
City Plan Commission
Agenda Packet
Tuesday, October 29, 2024

To advance to the background material for each item in the agenda, click on the item title in the agenda or click on Bookmarks in the tool bar on the side of your screen.

AGENDA
CITY OF RICHARDSON – CITY PLAN COMMISSION
TUESDAY, OCTOBER 29, 2024, AT 7:00 P.M.
RICHARDSON CITY HALL
2360 CAMPBELL CREEK BOULEVARD, SUITE 525
RICHARDSON, TX 75082

The City Plan Commission meeting will be held in the Multipurpose Room #CH 157 of the Richardson City Hall located at 2360 Campbell Creek Boulevard, Richardson, TX 75082. Members of the public may also watch City Plan Commission (CPC) meetings via live-stream online and on-demand at (https://www.cor.net/city).

Persons not attending the meeting who would like their views to be made a part of the public record may utilize the online Public Comment Card (https://www.cor.net/PublicCommentForm).

REGULAR BUSINESS MEETING: 7:00 P.M. – MULTIPURPOSE ROOM #CH 157

PUBLIC HEARING

1. **Envision Richardson Comprehensive Plan Update:** Consider and act upon a request for approval of updates to the City's Comprehensive Plan. Applicant: City of Richardson. *Staff: Keith Krum.*

ADJOURN

I HEREBY CERTIFY THAT THE ABOVE AGENDA WAS POSTED ON THE BULLETIN BOARD AT RICHARDSON CITY HALL ON OR BEFORE 5:30 P.M., FRIDAY, OCTOBER 25, 2024

A.J. CASTANEDA, EXECUTIVE SECRETARY
DEVELOPMENT SERVICES

ACCOMMODATION REQUESTS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS PRIOR TO THE MEETING BY CONTACTING THE ADA COORDINATOR, LOCATED AT 2360 CAMPBELL CREEK BLVD, SUITE 550, RICHARDSON, TX 75082, VIA PHONE AT (972) 744-4168 OR VIA EMAIL AT ADACOORDINATOR@COR.GOV.

PURSUANT TO SECTION 46.03, PENAL CODE (PLACES WEAPONS PROHIBITED), A PERSON MAY NOT CARRY A FIREARM OR OTHER WEAPON ON THIS PROPERTY. *

FOR THE PURPOSE OF THIS NOTICE "PROPERTY" SHALL MEAN THE RICHARDSON ROOM AND/OR COUNCIL CHAMBERS OR ANY OTHER ROOM WHERE A MEETING SUBJECT TO AN OPEN MEETING UNDER GOVERNMENT CODE CHAPTER 551 OF THE RICHARDSON CITY PLAN COMMISSION IS HELD.

Agenda Item 1

Envision Richardson Comprehensive Plan Update

RICHARDSON, TX
DEVELOPMENT SERVICES

MEMO

TO: City Plan Commission

FROM: Keith Krum, AICP KBK
Planning Projects Manager

DATE: October 25, 2024

SUBJECT: *Envision Richardson Comprehensive Plan* – City Plan Commission Public Hearing

At your meeting on Tuesday, October 29, 2024, the City Plan Commission will hold an official review and a public hearing on the draft *Envision Richardson Comprehensive Plan*.

This public hearing is a culmination of nearly two years of work that included extensive public input and multiple briefings and work sessions with the City Council and yourselves.

The draft plan has been updated following your joint work session and public hearing with the City Council on Monday, October 21, 2024. A memo summarizing the revisions is attached, along with the revised plan.

MOTION

The Commission will be making a recommendation to the City Council regarding this request from the City of Richardson. The Commission may approve the request, approve with revisions, or recommend denial of the request.

Please let us know if you have any questions.

Date: October 25, 2024

To: Honorable Mayor and City Council
City Plan Commission

From: Keith Krum, AICP, Planning Projects Manager KBK

Subject: *Envision Richardson Comprehensive Plan* – Notes on Updated Draft Plan

The draft *Envision Richardson Comprehensive Plan* has been updated, incorporating comments received during your joint work session with the City Plan Commission on October 21, 2024 and following additional staff and consultant review.

General updates to the plan:

- Miscellaneous grammar, spelling, and formatting edits.
- Updated Silver Line service start timeframe for consistency.
- Updated labeling and features on maps for clarity.

Specific updates to the plan:

- Page 5 – Highlighted additional content, specifically the Guiding Principles and Action Items for each chapter, in the Table of Contents.
- Page 8 – Modified the text for "What is a Comprehensive Plan?" and added the infographic from the work session presentation at the bottom of the section.
- Page 10 – Added chapter numbers to the list of comprehensive plan topics.
- Pages 12 and 37 – Future Land Use Plan
  - The flood plain layer was removed from the map.
  - Reinvestment Areas was corrected to Enhancement Areas in the legend.
  - The Transit Village area west of the Spring Valley Station was expanded to include the property north of Lingco Drive reflecting the character of the existing zoning.
- Page 15 – Provided additional details regarding Richardson's Hispanic and Latino population.

- Page 54 – The Richardson Transit Facilities map was updated to remove bus stops from the map and add labels for bus/shuttle route numbers and DART station names.
- Page 83 – Added text to clarify information on Richardson's water supply.
- Page 84 – Provided clarification in the paragraph about the Capacity, Management, Operation & Maintenance (CMOM) Implementation Plan under Sanitary Sewer.
- Page 97 – Removed duplicate/repeated sentences from text.
- Pages 159 and A-13 – Changed the cover graphic for the Implementation chapter and appendix to a photo of the Richardson IQHQ.
- Page 160 – Modified the sentence regarding sustainability.

Forthcoming updates to the plan:

- A new photo will be used for the plan cover.
- A back cover will be added with contact and website information for the final plan.

The revised plan was posted on the EnvisionRichardson.com website for public review on Friday, October 25, 2024.

Please let us know if you have any questions or have additional feedback.



ENVISION RICHARDSON

COMPREHENSIVE PLAN UPDATE

DRAFT: OCTOBER 25, 2024

Richardson, Texas

ACKNOWLEDGEMENTS

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Place 1

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WITH ADDITIONAL SUPPORT FROM THE FOLLOWING DEPARTMENTS

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Light Up Lockwood

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TABLE OF CONTENTS

Chapter 1: Strategic Direction 7
- Vision Statement 8
- Guiding Principles 10
- Future Land Use Plan Map 10

Chapter 2: Introduction 13
- Demographics 14
- Plan Structure 21

Chapter 3: Land Use 23
- Guiding Principles 24
- Action Items 42

Chapter 4: Transportation and Mobility 43
- Guiding Principles 44
- Action Items 60

Chapter 5: Community Facilities 61
- Guiding Principles 62
- Action Items 73

Chapter 6: Community Infrastructure 75
- Guiding Principles 76
- Action Items 85

Chapter 7: Neighborhoods and Housing 87
- Guiding Principles 88
- Action Items 102

Chapter 8: Parks, Trails, and Open Space 103
- Guiding Principles 105
- Action Items 116

Chapter 9: Natural Environment 117
- Guiding Principles 118
- Action Items 130

Chapter 10: Enhancement Areas 131
- Guiding Principles 133
- Action Items 146

Chapter 11: Economic Development 147
- Guiding Principles 148
- Action Items 158

Chapter 12: Implementation 159
- Guiding Principles 160
- Action Items 165

Appendix I: Richardson's History A-1

Appendix II: Transportation and Mobility A-7

Appendix III: Implementation Matrix A-13

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CHAPTER 01
Strategic Direction



WHAT IS A COMPREHENSIVE PLAN?

A comprehensive plan reflects a community's vision for the future. It provides guidance for the use of land, the general character of development in a city—the combination of uses, their general location and intensity—and the infrastructure needed to support the people and businesses that make up the community. A comprehensive plan does not have the same legal or regulatory impact as a zoning ordinance, but it is an important consideration in the review of applications for rezoning that come before the City Plan Commission (CPC) and City Council and it provides guidance for the establishment or revision of zoning and subdivision regulations.

No comprehensive plan can anticipate every challenge or opportunity that the future may present. Conditions in Richardson have changed significantly since the adoption of the *2009 Comprehensive Plan*, for example. Development trends, market factors, and individual preferences will continue to evolve, new information will become available, important opportunities will be presented, and proposals will be submitted that advance most, though perhaps not all, of the plan's goals and intent. Public officials need to be able to respond to these situations in a timely manner when they arise, and *Envision Richardson* is intended to be flexible enough to accommodate, rather than impede, new and innovative projects. When these situations occur, it is appropriate for the CPC and City Council to consider these changing conditions in the review of an application.



STRATEGIC DIRECTION

The Strategic Direction element of *Envision Richardson* provides overall, high-level policy direction and includes three essential components:

- A Vision Statement
- A set of Guiding Principles
- A Future Land Use Plan

These three components together form the foundation on which the *Envision Richardson* plan is built. They were created and refined based on multiple rounds of input from a variety of stakeholders—residents, employers and business owners, landowners, brokers and developers, partner agencies and organizations, nonprofits, and public officials. The Strategic Direction was presented to City Council and the CPC in a joint work session in February 2024 and became the basis for development of all the plan components.

VISION STATEMENT

A **Vision Statement** describes the future desired by stakeholders in terms of a community's physical, social, and economic conditions. It is an aspirational statement not intended to describe the current situation, but to create an inspiring image of the future that the community seeks to achieve. It is developed to reflect the values of the community and provide important direction for the Plan. Often, communities are presented with opportunities that were not envisioned during the development of a comprehensive plan, either due to shifting economic conditions or new trends that were not foreseen. It is recommended that these types of opportunities be evaluated based upon their alignment with the Vision Statement when other detailed components of the plan do not provide sufficient direction.

The Vision Statement for *Envision Richardson,* presented below, was created based on input from more than 1,400 stakeholders during Community Summit 1, where they were asked what describes their preferred future vision for Richardson. The results of that feedback were utilized to create a draft Vision Statement, which was then refined based upon feedback from more than 1,100 stakeholders during Community Summit 2.

ENVISION RICHARDSON VISION STATEMENT

Richardson is an increasingly dynamic, diverse, and inclusive community with strong neighborhoods and attractive amenities, where people are connected and engaged, decision-making is guided by collaborative input and innovation, and fiscal, social, and natural resources are managed sustainably. It is a safe and livable place with opportunity for people and businesses to grow.

A great deal of effort went into developing this Vision Statement. It was drafted using key words and phrases submitted by participants in the public engagement process with further refinements based on discussions with the City Council. Below is a phrase-by-phrase analysis of the statement providing context for the final version.

Richardson is an increasingly dynamic, diverse, and inclusive community...

The community acknowledged that Richardson's demographics, economy, and development patterns have changed noticeably since the *2009 Comprehensive Plan*, and their desire is to embrace these changes and make all stakeholders feel welcome and accepted.

with strong neighborhoods and attractive amenities...

Richardson's neighborhoods have always been perceived as one of the City's greatest strengths. The "extras" that the community offers—access to transit and jobs, excellent educational opportunities, abundant healthcare resources, a variety of reliable municipal services, recreational and cultural options, and more—are an important part of what draws people to the community.

where people are connected and engaged...

Residents want their neighbors to feel like they are a part of the community and to be comfortable taking an active role in the local issues and events, and businesses want to connect to each other and to the people who live and work in Richardson.

decision-making is guided by collaborative input and innovation...

Citizens and those with investments in Richardson expect City officials to think creatively and work with partner agencies and entities to accomplish great things for the city.

and fiscal, social, and natural resources are managed sustainably.

Stakeholders want their taxes to be spent wisely, social services to be available for their neighbors when they need them, and natural resources to be preserved, all with an eye to respecting the needs and desires of future generations, one of the community's highest priorities based on feedback from the public input process.

It is a safe and livable place...

Safety and various components of livability—quality housing, parks and schools, reliable public services, access to jobs and services, and a sense of community—are top priorities for Richardson residents.

with opportunity for people and businesses to grow.

Richardson should provide the support necessary for people to thrive and businesses to succeed here.

GUIDING PRINCIPLES

Guiding Principles are ideas that provide guidance to City leaders in making decisions that are aligned with the community's preferred Vision. They can apply at the citywide level or to smaller geographic parts of the community like the Enhancement Areas. Guiding Principles help shape the more detailed policies that pertain to each of the topical areas in the plan.

The *Envision Richardson* Guiding Principles are organized around the following set of comprehensive planning topics, each corresponding to a chapter in the plan:

- Future Land Use *(Chapter 3)*
- Transportation and Mobility *(Chapter 4)*
- Community Facilities *(Chapter 5)*
- Community Infrastructure *(Chapter 6)*
- Neighborhoods and Housing *(Chapter 7)*
- Parks, Trails, and Open Space *(Chapter 8)*
- Natural Environment *(Chapter 9)*
- Enhancement Areas *(Chapter 10)*
- Economic Development *(Chapter 11)*
- Implementation *(Chapter 12)*

The Guiding Principles for the plan were drafted based on direct input from Richardson stakeholders during the first two community summits. The Guiding Principles relative to each of the planning topics above are included in the corresponding chapters.

FUTURE LAND USE PLAN

A **Future Land Use Plan** is the map showing Richardson as it would exist in the future if the Guiding Principles are followed and the Vision is realized. As with the Guiding Principles, a Future Land Use Plan provides overall guidance, particularly for residents, developers and decision-makers.

A Future Land Use Plan also documents the character of development and reinvestment the community wants for the future. In this plan, it includes a set of "PlaceTypes" that describe the character desired for particular places. PlaceTypes describe the mix of uses, scale and pattern of development, pedestrian experience, and other features that establish the form and character of various places and help categorize the land within the city. This flexible approach is new to Richardson where previous plans were more rigid, indicating a single land use (such as single-family residential use at four units per acre) for every parcel within the community. This new approach describes the essential features of the type of development that could be attracted to, or may currently exist in, various parts of the community. This is particularly useful for Richardson as there is little undeveloped land and the Future Land Use Plan will be used primarily for guiding redevelopment of sites.

The Future Land Use Plan is based on a thorough evaluation of current features, such as zoning, land use, the natural environment, and mobility, as well as aspects of economic development and special issues unique to the community. The resulting Future Land Use Plan is intended to achieve the Vision in accordance with the Guiding Principles. Chapter 3, Land Use, provides further detail on the Future Land Use Plan and some of its unique features, such as the use of PlaceTypes and the inclusion of Missing Middle Housing options.

PlaceType Descriptions

Each PlaceType is described by the character and quality of the place to be created and the primary and secondary land uses that distinguish it from other PlaceTypes. This approach is designed to give Richardson additional flexibility in evaluating development proposals for specific properties and in responding to changing market conditions in the years ahead.

Ten PlaceTypes were specifically prepared and calibrated according to the development types that exist in Richardson today and the types desired for the future as identified and supported by Richardson stakeholders. Each one is summarized in the figure on the following page. Additional details, including a discussion of primary and secondary land uses, and representative images, are provided in Chapter 3, the Land Use element.

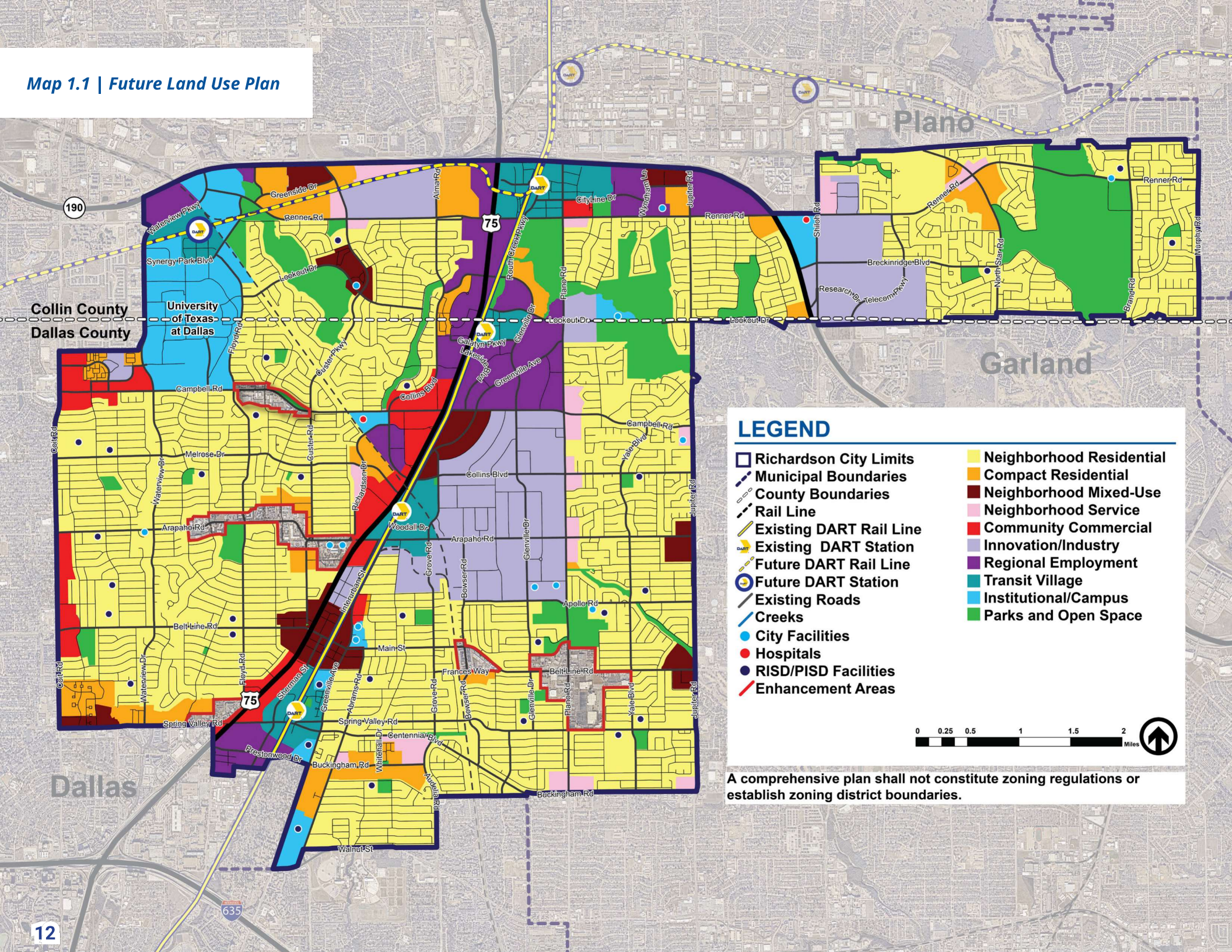
Future Land Use Plan

The Future Land Use Plan on the following page depicts geographic patterns of development in Richardson assuming the Vision and Guiding Principles are achieved. It was developed based on a detailed citywide assessment of Richardson's existing attributes and opportunities for future investment. Because the city is largely built-out, the specific PlaceType patterns generally reflect what is on the ground today. The primary opportunities for change in future development in Richardson will most likely be associated with the Enhancement Areas identified in the plan and through the introduction of secondary uses and housing options within each of the PlaceTypes as proposed in the plan.

Figure 1.1 | Envision Richardson PlaceTypes

PlaceType	Character and Intent
Neighborhood Residential (NR)	Predominantly single-family detached homes. In some communities, may contain small retail, office, and personal service businesses. **Primary Land Uses:** Single-Family Detatched
Compact Residential (CR)	May include townhomes, duplexes, and low-rise apartments. May also include limited retail, office, and personal services to support the neighborhood. **Primary Land Uses:** Single-Family Attached, Multi-Family
Neighborhood Mixed-Use (NMU)	Low-rise residential with some ground-floor retail space. Could also be mixed or multiple land uses within a single development. **Primary Land Uses:** Single-Family Attached, Multi-Family
Neighborhood Service (NS)	Unlike larger shopping centers that may attract regional customers, this PlaceType primarily provides services for the surrounding neighborhoods. **Primary Land Uses:** Retail, Restaurant, Office, Personal Services, Entertainment, Recreation
Community Commercial (CC)	Characterized by large-scale developments that attract regional traffic for shopping and retail needs. **Primary Land Uses:** Large-Scale Commercial Centers, Retail Centers, Restaurants, Office, Hotels, Entertainment, Recreation
Innovation/ Industrial (II)	Characterized by low- to medium-density offices as well as manufacturing and distribution facilities, and research and development activities. **Primary Land Uses:** Office, Light Industrial, Manufacturing and Distribution, Research and Development
Regional Employment (RE)	Focuses on regional employment and includes mid- to high-rise office buildings containing one or more businesses. **Primary Land Uses:** Office
Transit Village (TV)	Development intensity ranges from medium to high based on proximity to the transit station, the adjacent roadway infrastructure, and surrounding land uses. **Primary Land Uses:** Office, Multi-Family, Retail, Restaurant, Personal Service, Mixed-Use, Transportation
Institutional/ Campus (IC)	Includes a variety of land uses such as hospitals, government facilities, colleges, and universities. **Primary Land Uses:** Office, Public/Institutional Facilities
Parks & Open Space (PO)	Includes both recreation and leisure space, such as community parks, neighborhood parks, lakes, streams, and trails. **Primary Land Uses:** Public/Private Open Space

Map 1.1 | Future Land Use Plan



A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

CHAPTER 02
Introduction



Galatyn Park Station

WELCOME TO RICHARDSON

Once a small farming community of several families near a railroad depot, Richardson has become a dynamic suburban city in the booming Dallas-Fort Worth (DFW) region of North Texas. Growth was slow in the early years, but significant events in the middle of the 20th Century—the development of Central Expressway through Richardson and the opening of Texas Instruments and Collins Radio in the Richardson area—set the stage for vibrant growth. Over the years, the city has emerged as a community with a reputation for exceptional neighborhoods, high-tech job opportunities, quality educational offerings, and premier recreational and cultural amenities. (See Appendix I for a more complete summary of Richardson's history)

Richardson is currently home to 121,500 residents and supports approximately 122,800 employees. The city covers 28 square miles and is landlocked between the communities of Plano, Sachse, Murphy, Garland, and Dallas. With less than 4% vacant land, City officials have shifted their focus from new development and construction to redevelopment and revitalization. Richardson has continued to grow, but recent years have brought substantial changes to the way people live, work, and interact in communities, and as conditions change, plans often need to be adapted as well. For example, the community has recognized a need to diversify the employment and industrial base in Richardson to encourage innovation and collaboration. There is a desire to support the diversification of housing in a variety of different styles and at a range of price points. The community wants to be able to continue offering and enhancing its world-class amenities and community services. And there is additional emphasis being placed on active transportation options as a means of remaining resilient in the face of future challenges.

The City of Richardson has been successfully operating under and implementing the *2009 Comprehensive Plan* since its adoption. As a long-range plan for the city, it was intended to direct development and redevelopment over the 20 to 25 years that followed; however, changes in demographics and individual preferences, new trends in housing and office development, the City's approach to economic development, increasing demands on aging community facilities, and a diversifying population have made some of the basic assumptions of the 2009 plan less relevant. The City and the consultant team have spent almost two years working with community members, staff, and local officials to evaluate and establish the direction for the next 20 to 25 years in Richardson.

DEMOGRAPHICS

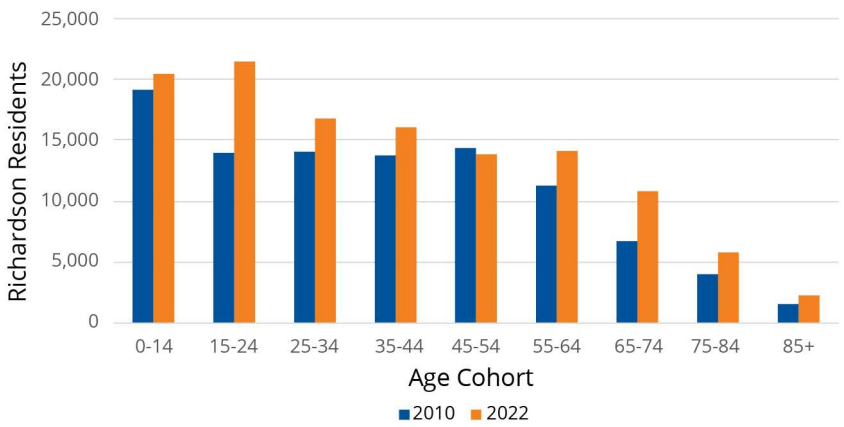
Appraising population and demographic trends can provide insight into establishing a baseline, identifying changes that have occurred since the previous plan, and projecting how the community will continue to grow and evolve in the future. This information is an important starting point in developing a comprehensive plan.

Population

In preparation for the *Envision Richardson* planning process, data was compiled in 2022 and is the basis of this plan. That year, the City of Richardson's population surpassed 121,500 residents, a 22.7% increase since the prior comprehensive plan was adopted. Residents of Richardson made up around 1.4% of the Dallas-Fort Worth Metroplex regional population, which surpassed 8.6 million people in 2022.

Richardson residents had a median age of 36.3 years in 2022. Compared to a median age of 36.7 years in 2010, this shows that the population has trended slightly younger during this period. The largest age groups represented are children and young adults less than 24 years old, bolstered by the attractiveness of the community for young families and the presence of The University of Texas at Dallas and Dallas College Richland Campus. Age groups that demonstrated the strongest growth between 2010 and 2022 were young adults (aged 15-24) and older residents (aged 65 to 74). Increases in these two generations have shaped housing needs in the past and will continue to do so in the future. Additionally, rising housing costs could impede Richardson's ability to attract and retain young professionals and new families, favoring other age groups that may have larger incomes to spend on housing.

Figure 2.1 | Population Growth by Age Groups, City of Richardson, 2010-2022

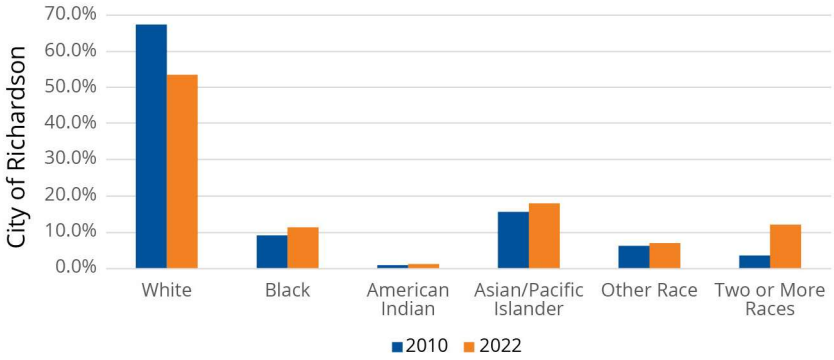


Source: U.S. Census, American Community Survey; ESRI Business Analyst Online

Since 2010, Richardson has become a significantly more diverse place to live. Just over half of the City's total population (53.1%) identified as White in 2022. The next largest category included those identifying as Asian/Pacific Islander, accounting for 17.5% of the population. This is a departure from 2010 where more than two-thirds (67.1%) of the community identified as White. In fact, the share of minority residents across all other racial groups increased between 2010 and 2022, whereas the share of White residents declined. The racial make-up of a community can influence how people travel throughout a community, the type of housing they seek out, and the services they need. These preferences will affect how the community evolves in the future.

Another aspect of identity is a person's ethnicity, which is defined as a group of people who identify with each other on the basis of shared attributes, such as language, culture, or traditions. This is independent of a person's racial identity, which is based on physical similarities among groups. For ethnicity, the U.S. Census Bureau asks whether a person is of Hispanic, Latino, or Spanish descent. The share of Richardson's total population that identifies as Hispanic or Latino has increased in recent decades, growing from 10.2% in 2000 to 16.0% in 2010 and 17.2% in 2020. Within Richardson's 2020 Hispanic population, 21% identified as White and 79% identified as non-White.

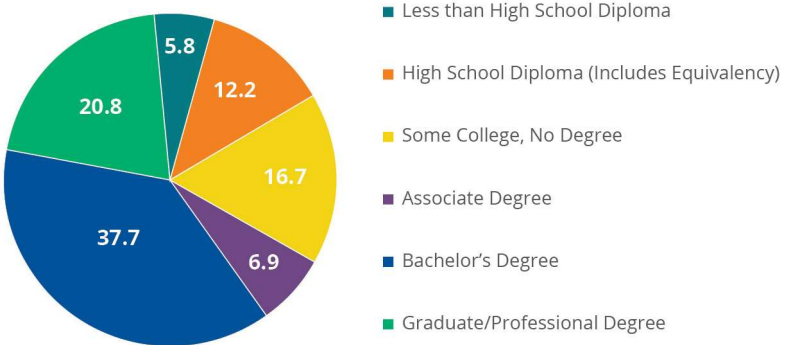
Figure 2.2 | Share of Residents by Race, City of Richardson, 2010-2022



Source: U.S. Census, American Community Survey; ESRI Business Analyst Online

As mentioned previously, Richardson is home to the University of Texas at Dallas and a close neighbor to Dallas College Richland Campus. These institutions attract students and faculty who are highly educated. The presence of higher education anchors, along with a concentration of employers that require a highly skilled workforce, contribute to the overall educational attainment of the population. Since 2010, the share of residents with a Bachelor's or Graduate degree increased from 49.2% to 58.5%. This is well above the Metroplex as a whole, in which 36.4% of the population has attained a Bachelor's degree or higher.

Figure 2.3 | Share of Residents Ages 25+ by Educational Attainment, City of Richardson, 2022

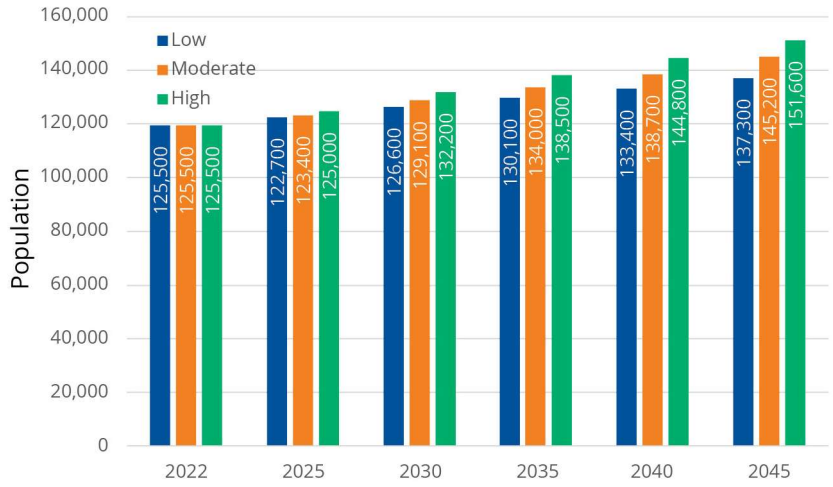


Source: U.S. Census, American Community Survey; ESRI Business Analyst Online

With this baseline data, a variety of third-party forecast sources were used to prepare low, moderate, and high growth projections through the *Envision Richardson* planning horizon. The third-party sources offered a mix of local and national perspectives. They included the Texas Water Development Board (TWDB), the Texas Demographic Center (TDC), the North Central Texas Council of Governments (NCTCOG), Woods & Poole, and Environmental Systems Research Institute (ESRI). The forecast range allows flexibility to account for economic unknowns over a longer timeframe while providing valuable insights regarding the growth that could be anticipated in the future. The forecasts are an important tool, not only for this plan, but for other community initiatives that are tasked with aligning services based on current and future needs

The City of Richardson is forecasted to have a 2045 population ranging from 137,700 to 151,600, representing an increase of approximately 15,500 to 29,800 people through 2045. Annual growth rates average 0.5% per year for the low scenario, 0.7% per year for the moderate, and 0.9% per year for the high. The low and high forecast scenarios vary by the addition of 14,300 new people between 2022 and 2045.

Figure 2.5| Population Forecasts, City of Richardson, 2022-2045



Source: TWDB, TDC, NCTCOG, Woods & Poole, ESRI, Kimley-Horn

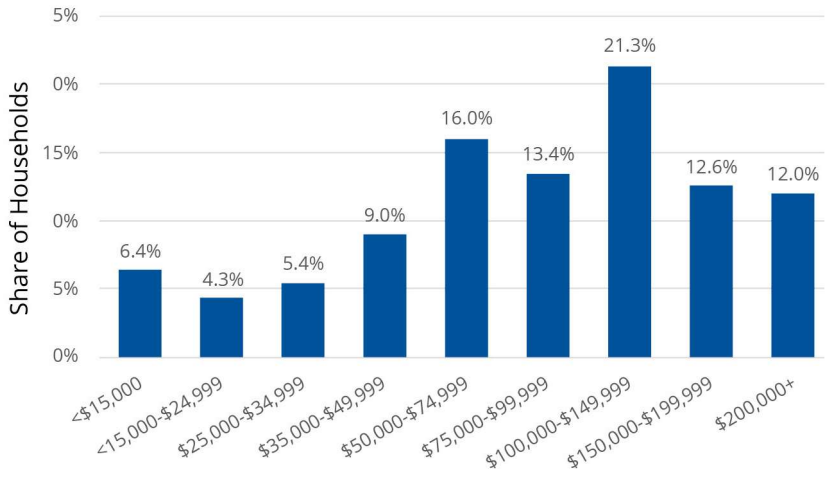
Households

Understanding Richardson's residents is an important building block for this plan; however, many decisions are not made by individual residents, but by a family or group living under one roof. Collectively, households create demand for what they need—from housing location and size, to where and how much they shop, to what types of services and amenities a community should offer. While a brief overview is provided in this chapter, a more detailed analysis of Richardson's households is included in Chapter 7, Neighborhoods and Housing.

There were nearly 47,000 households in Richardson in 2022, a 21.3% increase from 2010. As Richardson has little undeveloped land remaining, the growth in households was facilitated by infill residential development and a number of new multifamily projects. The number of households in the Metroplex increased by more than 599,000 during this same period, reaching a total of almost 3.13 million. In the annual period between 2022 and 2023, the Metroplex was the fastest growing region in the United States, adding more than 400 people each day.

The City of Richardson has a higher median household income when compared to the Metroplex. The largest share of households earns $100,000 – $149,000 annually in both the City and the region. Approximately 45% of all households in Richardson earn more than $100,00 annually, compared with 38.2% in the Metroplex. Incomes have increased in both geographies and are expected to continue an upward trajectory in the coming years. Incomes in Richardson are expected to continue to trend upward, driven by increasing wages offered to a more diverse and highly skilled labor force. This is partially influenced by the high concentration of telecom and other technological companies that have chosen Richardson as their home. The increasing cost of housing in Richardson could be forcing lower income households to seek residency in other communities in order to align housing need with their annual budgets.

Figure 2.5 | Share of Households by Median Household Income Range, City of Richardson, 2022



Source: U.S. Census, American Community Survey; ESRI Business Analyst Online

CREATING THE ENVISION RICHARDSON COMPREHENSIVE PLAN

Envision Richardson was created through a process that started with input from Richardson stakeholders, which was then evaluated using professional expertise from the consultant team and City staff, with final direction from the City Plan Commission (CPC) and City Council. Stakeholder input was achieved through three rounds of multi-week Community Summits, each consisting of online input, targeted public involvement, and engagement at community events. Each Community Summit was designed to offer a variety of engagement options so that participants could become and remain involved in ways that were most convenient to them.

An online presence was provided through a project website, EnvisionRichardson.com. The website provided a transparent, visual dashboard for learning about *Envision Richardson*, viewing City Council and City Plan Commission discussions, reviewing feedback throughout the process, and participating in the ongoing dialogue. Due to significant diversity in the population of Richardson, the City Council expressed a strong desire to facilitate feedback from the community in nearly 100 languages to address a potential barrier for some who might otherwise be hesitant or unable to participate in the planning process.

Virtual engagement was facilitated through online engagement rooms, surveys, and an interactive map that allowed for feedback from individuals remotely and at their convenience. Various events sponsored by the City and other organizations provided opportunities to engage attendees and share information regarding *Envision Richardson* and how to get involved. Among the events where *Envision Richardson* was highlighted were the semi-annual Cottonwood Art Festival, DART Bike to Work Day, COR Bike Rodeo, the Richardson Wildflower Festival, Huffhines Harvest Fest, Unidos events, and the Richardson Family 4th.

Self-guided, small-group meetings were facilitated by Ambassadors or by individual organizations using prepared Meeting-in-a-Box materials. Meeting materials/questions were available in nearly 100 languages utilizing Google Translate on the project website. Ambassadors received training on *Envision Richardson* topics throughout the plan's development and were a great resource in meeting and engaging their neighbors and groups. Stakeholder groups ranging from homeowner/neighborhood associations and faith communities to civic organizations and cultural groups were contacted and asked to hold these sessions.

Pop-up banners were also set up around the community to publicize online and virtual engagement opportunities. Banners included links to the survey for each Community Summit and information on languages available. Banners were hosted at the City Hall Annex, the Richardson Public Library, the Eisemann Center, the Richardson IQ® HQ, the University of Texas at Dallas, the Dallas Chinese Community Center, Network of Community Ministries, the Dialogue Institute, First United Methodist Church Richardson, the Islamic Association of North Texas, St. Joseph Catholic Church, the Episcopal Church of the Epiphany, and at Richardson Chamber of Commerce and City of Richardson events.

Six Open Houses (two per summit) were held across the community for stakeholders to engage in face-to-face conversations with their neighbors and the consultant team. Approximately 400 people attended the Open Houses. Also, a special workshop was held with approximately 100 participants from Richardson's neighborhood associations to help guide the development of the Missing Middle Housing options for the City.

Community Summit 1

The first Community Summit collected feedback from stakeholders between June 24, 2023, and July 16, 2023. This summit focused on input that helped inform the preliminary Strategic Direction. During that summit, stakeholders were asked to provide feedback related to:

- Their vision for Richardson in the next 20-25 years
- Opportunities and constraints to achieving that vision
- Areas of the community that are facing challenges and in need of reinvestment and the types of enhancement desired (identification of the plan's potential Reinvestment Areas)
- New housing types appropriate for the future in Richardson ("Missing Middle Housing")
- Community priorities

It is estimated that there were approximately 5,170 individual interactions with Richardson stakeholders during the first Community Summit.

Community Summit 1 - Open Houses







Community Summit 2

The second Community Summit was conducted between October 1, 2023, and November 5, 2023. Approximately 1,100 individual interactions were registered while it was underway. This summit focused on confirming and refining what was heard in Summit 1 to develop consensus on the preliminary Strategic Direction. Participants were asked to confirm:

- Their preferred vision for the future (Vision Statement)
- Community priorities (Guiding Principles)
- PlaceTypes describing the future built environment in Richardson

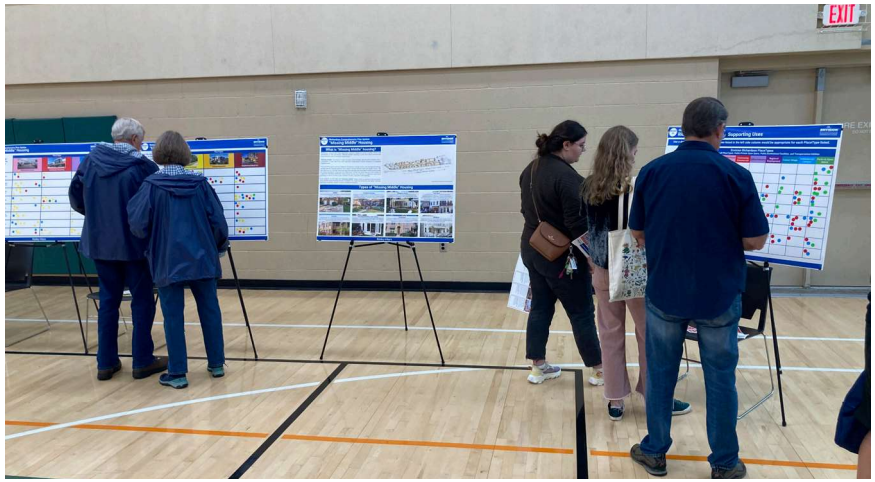
The consultant team also received additional input to establish preliminary direction related to Missing Middle Housing types for Richardson and preliminary visions for each of five Enhancement Areas.

Community Summit 2 - Open Houses











Community Summit 3

The third Community Summit ran from June 7, 2024, through July 7, 2024. It focused on gathering responses to certain aspects of the draft plan elements to establish final direction. The elements discussed at this final summit included Land Use, Mobility and Transportation, Neighborhoods and Housing, the Natural Environment, and the Enhancement Areas. The third summit achieved approximately 1,070 individual interactions during its duration.

Together, the three Community Summits resulted in approximately 7,340 individual interactions with Richardson stakeholders. The website registered more than 18,500 unique visits.

Each Community Summit was followed by a Joint Work Session with the CPC and City Council. At these sessions, the consultant team presented an overview of the activities and results from the most recent summit and engaged the Commissioners and Council Members in dialogue designed to provide direction for furthering the development of the *Envision Richardson* plan elements. The overall process was designed to ensure that the final plan is based on ideas generated by engaged Richardson stakeholders and refined through policy discussions and final direction from Richardson's elected and appointed officials.

A complete recap of all feedback received at the three Community Summits is available on the City website.

Community Summit 3 - Open Houses









PLAN STRUCTURE

This comprehensive plan consists of 12 chapters. The **Strategic Direction** chapter outlines key components that form the foundation of *Envision Richardson*, including the Vision Statement, Guiding Principles, and Future Land Use Plan. This chapter, **the Introduction**, sets the stage for the content and policies that follow. Chapters 3 through 11 are the plan elements and provide more detailed direction related to their specific topics. Those elements address:

- **Land Use**, which provides detail related to the PlaceType approach that has been developed for Richardson and the *Future Land Use Plan* which supports the expected addition of future residents and businesses while maintaining quality neighborhoods and desirability
- **Transportation and Mobility**, which builds upon the City's existing plans, such as the *Master Transportation Plan and Active Transportation Plan*, while adding detailed recommendations related to connectivity, safety, technology, and funding
- **Community Facilities**, which provides a summary of Richardson's existing and planned facilities and community partnerships, along with overall policy direction related to future facilities
- **Community Infrastructure**, which focuses on summarizing Richardson's existing and planned infrastructure improvements and overall policy direction for future infrastructure investments
- **Neighborhoods and Housing**, which provides an overview of the housing market, techniques for increasing diversity of housing choices, programs being considered by the City related to housing, and strategies for maintaining and improving the quality of neighborhoods
- **Parks, Trails, and Open Space**, which summarizes the Richardson *Parks, Recreation and Open Space Master Plan* while providing context for implementation of that plan in alignment with the Guiding Principles of *Envision Richardson*
- **Natural Environment**, which summarizes the role that Richardson can play to support larger, regional environmental initiatives and provides overall policy direction
- **Enhancement Areas**, which is an overview of five strategic areas identified through the planning process as good candidates for reinvestment and/or redevelopment activities, and includes a vision statement for each area and specific actions to be undertaken to further the realization of those visions
- **Economic Development**, with an emphasis on aspects of the non-residential economic engine in Richardson and specific recommendations for building on the City's *Economic Development Strategic Plan*

These plan elements address issues that affect the entire city and set policies which, for the most part, apply throughout the community. Chapter 12, the last chapter, addresses **Implementation**. The implementation recommendations are the essential actions that will be required for Richardson to successfully achieve its vision with priority, cost estimate, and responsibilities assigned for each one.

Sustainability is a concept that recognizes that decisions made today will affect people and the planet many years into the future. It is more than resiliency, which is the ability to bounce back from, or adapt to, changing condition. It takes a more comprehensive approach to making decisions and taking actions that will affect the community, seeking to balance environmental protection, economic growth, and social well-being so that humans and nature can exist together successfully in the short term as well as the long term. During Community Summits 1 and 2, participants indicated that keeping Richardson a sustainable community is of great importance to them, and it was decided that rather than focusing on this topic in a single chapter, *Envision Richardson* would use sustainability as a common thread to tie all of the plan elements together. This document includes references to sustainability throughout the text of the plan and in boxes within the chapters that highlight various sustainability aspects of the chapter topic.

Finally, to reflect the importance of public engagement in the development of this plan, chapters feature boxes containing examples of **Stakeholder Input**. These boxes include opinions gathered throughout the process that informed the individual plan elements listed above.

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CHAPTER 03

Land Use



Main Street at US 75 Looking Northeast

The Land Use element of this plan is intended to help guide the City along a path to a more predictable development pattern focused on proven environmental principles, fiscal sustainability, and a high quality of life for Richardson residents. It describes the type of physical development that will achieve the Strategic Direction outlined in Chapter 2. It will also inform and assist City leaders as they make important decisions regarding future land use, zoning, capital improvements, and other significant investments required for Richardson's continued success.

A comprehensive plan addresses the general character of future growth and development in a community. Chapter 213 of the Texas Local Government Code states specifically that "A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries." The *Envision Richardson Future Land Use Plan* is a tool for City Staff to use in the review of development proposals and for the City Plan Commission and City Council to consult in decision-making related to zoning applications. A property owner may choose to develop under existing zoning regulations regardless of the recommendations of this chapter; however, if the owner decides to make an application for rezoning, the *Future Land Use Plan* and the associated PlaceType descriptions provide important guidance regarding the City's consideration of the proposal. Observing the recommendations in the Land Use element, including the PlaceType descriptions, will be important to achieving the future development pattern Richardson stakeholders want to see. While the intent of this plan is to promote flexibility, significant deviation from this plan could negatively impact the City's infrastructure investments, municipal services, and economic resiliency.

GUIDING PRINCIPLES

The Guiding Principles below are intended to work in conjunction with the *Future Land Use Plan* to create the community Richardson stakeholders hope to see in the future. They are intended to inform decisions related to land use and zoning—for new development, infill development, redevelopment, or adaptive reuse of existing structures—as well as the design of the public realm and the public investments that will support the character envisioned for each part of the city.

- Support the stable and economically viable areas within the city, address underperforming areas, and attract the highest quality development to the remaining undeveloped tracts of land.
- Preserve the integrity of Richardson neighborhoods and explore new ways to increase the vitality of residential areas.
- Actively encourage the reuse, renovation, and redevelopment of older, underachieving retail, office, and industrial space.
- Allow development with higher densities and a mix of uses near rail stations and at key locations along major multi-modal transportation corridors.
- Require high-quality building design, landscaping, and pedestrian amenities in both public and private development projects.
- Make Richardson a vibrant, distinctive destination with choices for entertainment, dining, recreation, and special events and developments that integrate a mix of uses and activities.
- Utilize an approach to planning and community design that is sustainable, resilient, and promotes physical activity, social connection, and a healthy, fulfilling lifestyle for persons of all ages, abilities, and backgrounds.

PLACETYPES

As stated in Chapter 2, the PlaceType concepts represent the character that Richardson stakeholders hope to maintain or achieve in the future for particular places in the city. The *Envision Richardson* PlaceTypes were developed upon a foundation established by the Guiding Principles, and as such are a primary tool that ensure that future development patterns will be in alignment with those principles. The following descriptions speak not only to future land use, but also to many other features of these PlaceTypes, including the mix of uses, scale and pattern of development, pedestrian experience, and other attributes that establish the form and character envisioned by Richardson stakeholders for various locations throughout the city. This approach is intended to provide City officials with criteria beyond the existing use-based approach in the evaluation of development proposals and to give developers and property owners flexibility in the design of new projects. Where traditional land use plans dictate single uses on individual properties, a place-based approach provides multiple options for the types of uses that may be allowed as long as they align with the overall character and intent of the PlaceType. Primary land uses are those that are intended to be the predominant use within a PlaceType and are those that establish the overall foundation related to the purpose and character of the PlaceType.

Secondary land uses are those that are ancillary, or supportive of the primary use. Secondary land uses are intended to provide added value to the primary land use by allowing a broader range of activities to occur within each PlaceType. An example of a secondary land use is a small store or restaurant within a Neighborhood Residential PlaceType. While the primary land use is residential, the addition of a store or restaurant within proximity to the neighborhood allows residents to walk or bike to the secondary uses without ever having to leave the neighborhood. This approach improves sustainability reducing automobile trips to provide for everyday needs. The inclusion of primary and secondary land uses allows more flexibility for the City to respond to changing real estate markets while also transitioning towards more walkable, mixed-use places.

The following characteristics are included in the description of each PlaceType:

- PlaceType name (The background color represents the associated color on the *Future Land Use Plan)*
- A description of the character and intent associated with the PlaceType
- Discussion of the land uses that are expected to be primary or secondary components of the place that is created
- Supporting images that illustrate the character represented by the PlaceType

Note: The reference to “utilities” in the PlaceType descriptions includes basic services required for residential and commercial users in the community, such as water, sewer, electricity, natural gas, solid waste pick up, telecommunications, etc., and the facilities and equipment necessary to provide these services. In Richardson, water, sewer, and solid waste service are provided by the City. Others, including, electricity, natural gas, and telecommunications are provided by companies that have contracts with the City that specify how they must construct, maintain, and operate their facilities within Richardson’s boundaries.

Residential PlaceTypes

Neighborhood Residential

Character and Intent:

Predominantly single-family detached homes located throughout the community. Homes are in subdivisions with all utilities, residential streets, sidewalks, and parks, or may have connections to neighborhood parks. Commercial businesses consisting of small retail, office, and personal service may be located within the neighborhood or around the perimeter of the neighborhood. Homes are typically buffered from non-residential uses via transitional uses or landscaping.

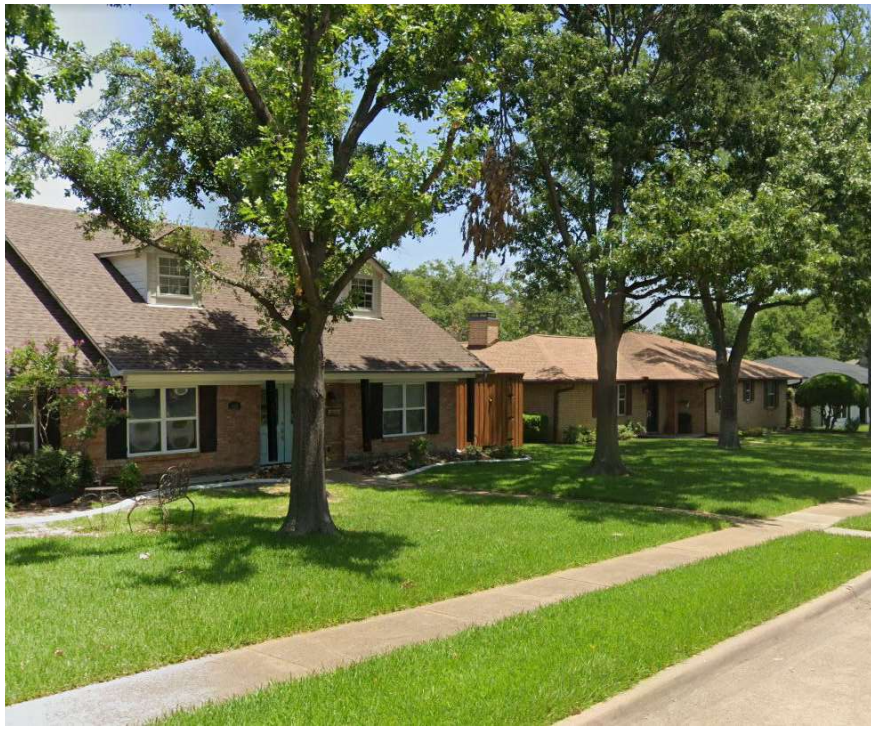
Primary Uses:

- Single-Family Detached

Secondary Uses:

- Single-Family Attached
- Office
- Retail/Restaurant
- Open Space
- Public/Institutional Facilities
- Utilities





Compact Residential

Character and Intent:

Provides a variety of housing types, including small-lot single-family detached, single-family attached and multi-family in a compact network of complete, walkable streets that are easy to navigate for all modes. Homes are in subdivisions with residential streets, sidewalks, and parks, or have connections to neighborhood parks. Neighborhoods may be adjacent to neighborhood-oriented businesses, and/or may also include limited retail, office, and personal service to support the neighborhood.

Primary Uses:

- Multi-Family
- Single-Family Attached
- Single-Family Detached

Secondary Uses:

- Mixed-Use Buildings
- Office
- Retail/Restaurant
- Entertainment/Recreation
- Open Space
- Public/Institutional Facilities
- Utilities

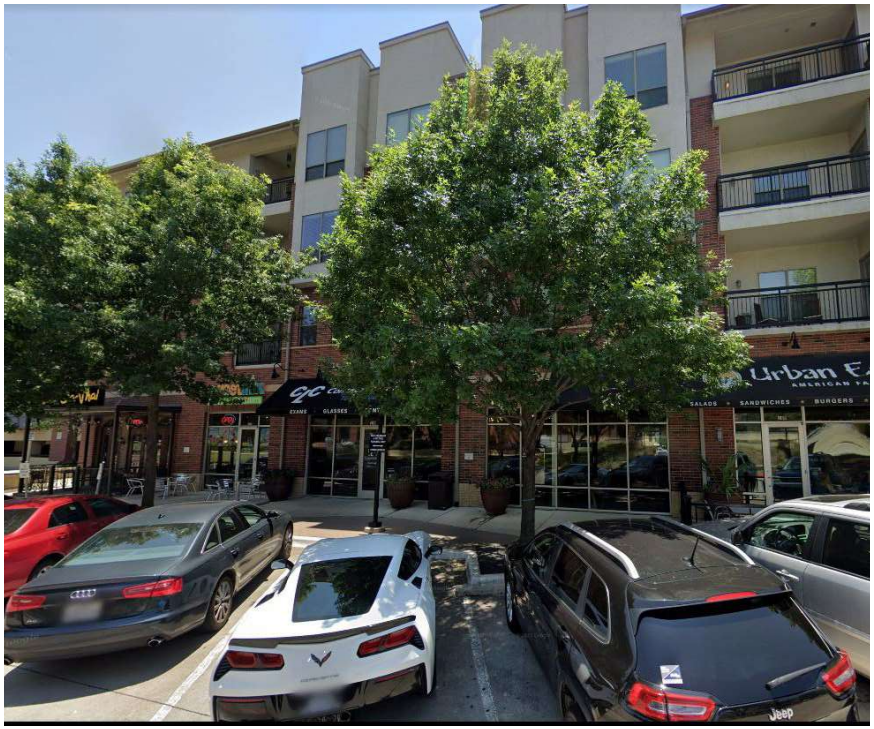




Neighborhood Mixed-Use

Character and Intent:

Neighborhood Mixed-Use offers the ability to live, work, and play in one geographically compact area with multiple uses organized around nodes of activity. This PlaceType includes a mixture of different housing options within proximity to goods and services. Buildings are typically built to the sidewalk and located on internal local streets to create a pedestrian-oriented environment. They can be two to five stories with residences or offices located above street-level storefronts. This PlaceType includes a space for recreation and gathering. The design and scale of development in Neighborhood Mixed-Use encourages active living through a comprehensive network of walkable, complete streets.



Primary Uses:

- Mixed-Use Buildings
- Multi-Family
- Single-Family Attached

Secondary Uses:

- Hotel
- Office
- Retail/Restaurant
- Entertainment/Recreation
- Open Space
- Public/Institutional Facilities
- Utilities



Retail PlaceTypes

Neighborhood Service

Character and Intent:

Unlike larger shopping centers that may attract regional customers, this PlaceType primarily provides services for the surrounding neighborhoods. Neighborhood Service development is characterized by small, free-standing buildings containing one or more businesses. This PlaceType is generally located within walking distance of surrounding residential uses and neighborhoods.

Primary Uses:

- Office
- Retail/Restaurant
- Entertainment/Recreation

Secondary Uses:

- Mixed-Use Buildings
- Multi-Family
- Single-Family Attached
- Drive-Through Restaurant
- Open Space
- Public/Institutional Facilities
- Utilities





Community Commercial

Character and Intent:

Community Commercial developments are larger in scale than Neighborhood Service and attract regional traffic for shopping and retail needs. These commercial centers are anchored by mid- to big-box retailers located along major thoroughfares (i.e., freeways and arterial roads). National retailers and grocery stores would typically be located in this PlaceType. Community Commercial Developments can also contain smaller retail or office destinations as well, such as medical offices or boutiques, but are typically anchored by several national retailers.



Primary Uses:

- Hotel
- Office
- Retail/Restaurant
- Entertainment/Recreation

Secondary Uses:

- Multi-Family
- Single-Family Attached
- Drive-Through Restaurant
- Mixed-Use Buildings
- Open Space
- Public/Institutional
- Facilities
- Utilities



Employment PlaceTypes

Innovation/Industry

Character and Intent:

Innovation/Industry includes business and office-related uses, warehousing, and light industrial and manufacturing uses. Characterized by a focus on research and development activities and innovation, the office and business park land uses may be supported by nearby retail and restaurant uses connected by sidewalks and trails to encourage active transportation options to support services.

Primary Uses:

- Light Industrial
- Manufacturing and Distribution
- Office
- Research and Development

Secondary Uses:

- Mixed-Use Buildings
- Multi-Family
- Hotel
- Retail/Restaurant
- Entertainment/Recreation
- Open Space
- Public/Institutional Facilities
- Utilities





Regional Employment

Character and Intent:

Regional Employment includes mid- to high-rise office buildings containing one or more businesses. They provide a major employment base for Richardson and the region and include professional offices and limited supporting retail, and restaurant uses to support a range of professional activities.

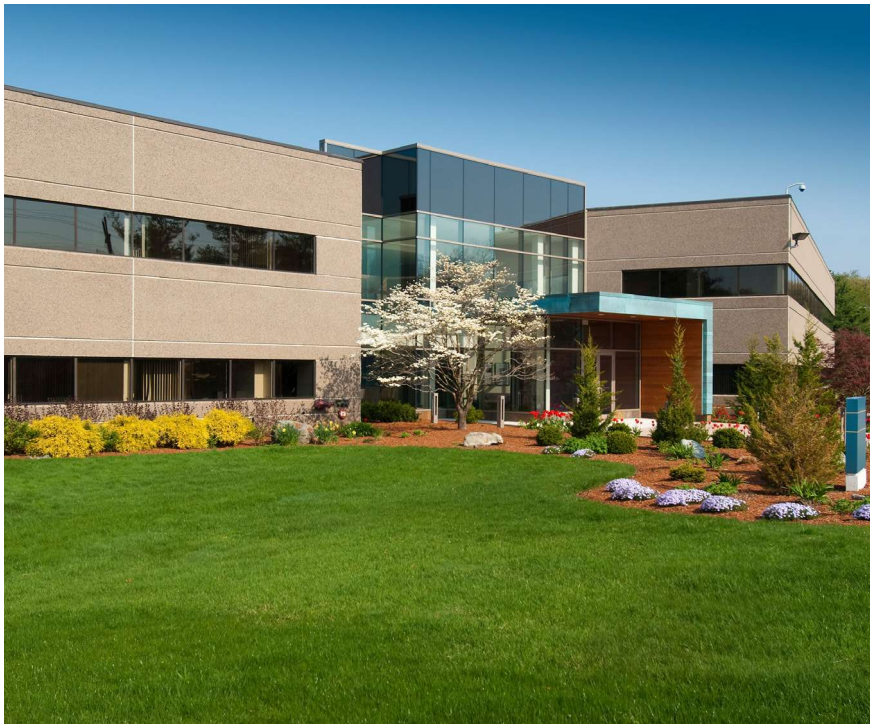
Primary Uses:

- Office

Secondary Uses:

- Mixed-Use Buildings
- Multi-Family
- Drive-Through Restaurant
- Hotel
- Entertainment/Recreation
- Open Space
- Public/Institutional Facilities
- Utilities





Quality-of-Life PlaceTypes

Transit Village

Character and Intent:

Transit Village development consists of a higher density mix of residential and commercial development within walking distance of transit. Buildings are typically built to the sidewalk and located on internal local streets to create a pedestrian-oriented environment. They should be a minimum of two stories, with the majority being four stories plus, and with residences or offices located above street-level storefronts. This PlaceType includes a space for recreation and gathering. Development intensity ranges from medium to high based on proximity to the transit station, the adjacent roadway infrastructure, and surrounding land uses.

Primary Uses:

- Mixed-Use Buildings
- Multi-Family
- Office
- Retail/Restaurant
- Transportation

Secondary Uses:

- Single-Family Attached
- Hotel
- Entertainment/Recreation
- Open Space
- Utilities



Institutional/Campus

Character and Intent:

Includes a variety of land uses, such as hospitals, government facilities, colleges, and universities, typically oriented in a campus environment. The Institutional/Campus PlaceType typically consists of multiple buildings connected by sidewalks within landscaped open spaces. They are typically designed with the intent of having users park their cars and move between buildings around the campus by walking, bicycling, rolling, or, in some cases, internal forms of transit.

Primary Uses:

- Office
- Public/Institutional Facilities

Secondary Uses:

- Mixed-Use Buildings
- Multi-Family
- Hotel
- Retail/Restaurant
- Entertainment/Recreation
- Open Space
- Utilities



Parks & Open Space

Character and Intent:

Includes both recreation and leisure space, such as community parks, neighborhood parks, lakes, streams, and trails.

Primary Uses:

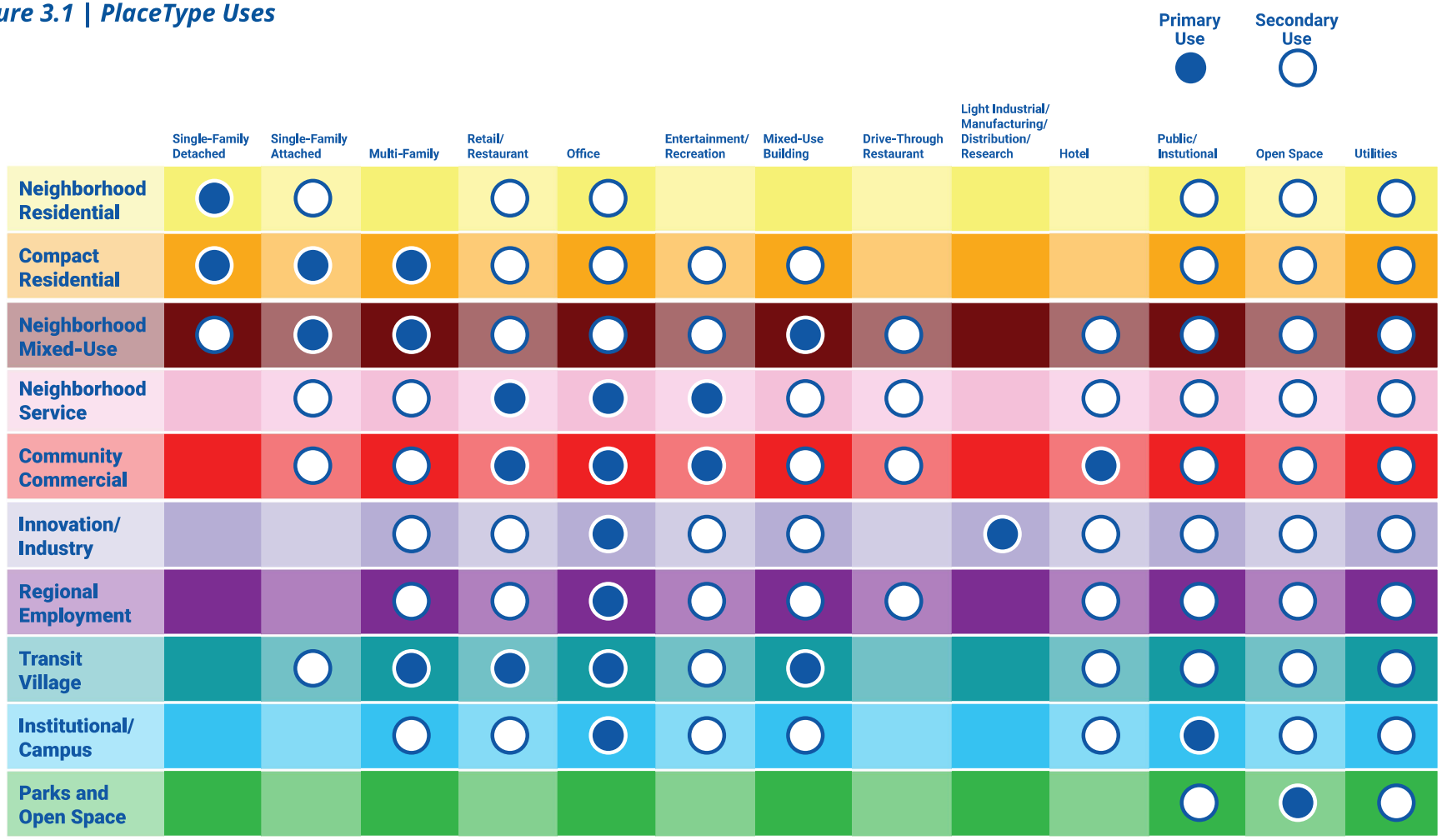
- Public/Private Open Space

Secondary Uses:

- Public/Institutional Facilities
- Utilities



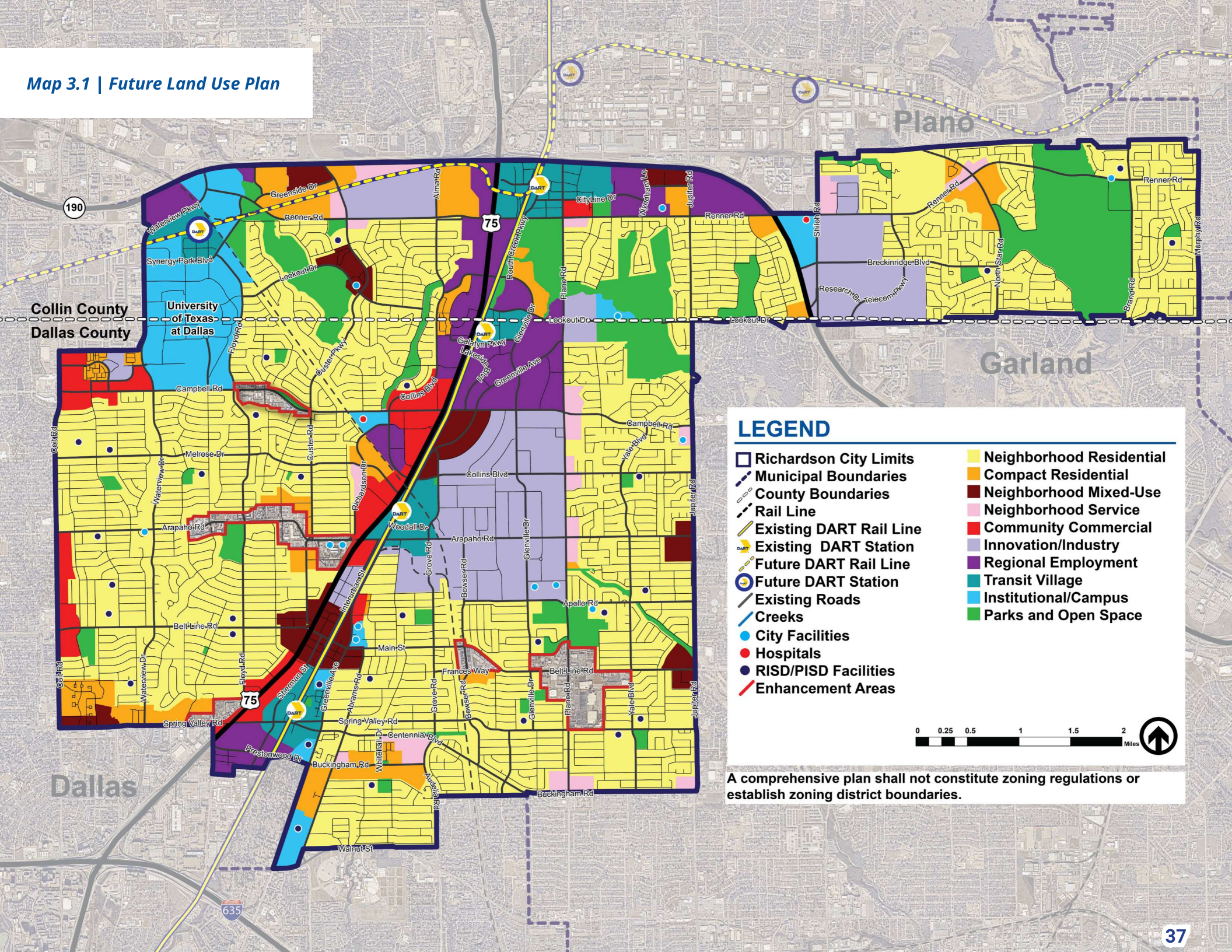
Figure 3.1 | PlaceType Uses



FUTURE LAND USE PLAN

The *Future Land Use Plan* was developed based on direct feedback received during Community Summit 3, in which there were more than 1,150 touchpoints or interactions with Richardson stakeholders, and feedback received from approximately 100 participants at a neighborhood leaders workshop. This feedback was then refined through detailed discussions with City staff, the Richardson City Plan Commission and City Council. Established to align with the Guiding Principles, it is a graphic depiction of Richardson's preferred development pattern for the future. Because the city is largely built out at this point, primary opportunities for change in land use in Richardson will most likely be associated with the Enhancement Areas identified in the plan and in the Enhancement/Redevelopment Areas identified in the 2009 Comprehensive Plan, which have been incorporated into the Future Land Use Map. Additional opportunities for change will occur through the introduction of secondary uses and housing options within each of the PlaceTypes. This *Future Land Use Plan* should be used by the City in conjunction with the Land Use Guiding Principles listed earlier in this chapter to guide future decisions on proposed zoning and development applications and potential revisions to existing development standards.

Map 3.1 | Future Land Use Plan



A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

DEVELOPMENT IMPLICATIONS

Historically, Richardson has been a highly desirable community in which to live and work due to its quality neighborhoods, high-tech job opportunities, quality educational offerings, and premier recreational and cultural amenities. As highlighted in Chapter 1, the population of Richardson is anticipated to grow to between 137,700 and 151,600 by 2045, an increase of approximately 15,500 to 29,800 people. To support the community's continued economic vitality, *Envision Richardson* has been developed with the goal of accommodating the people who choose to live and work in Richardson as the community works towards its preferred vision. This will require creativity in the development of appropriate new housing choices for individuals and families at various stages of their lives and opportunities for existing and future employers to grow and thrive in Richardson. The challenge that the community faces is that there is very little undeveloped land in the city to accommodate additional growth. The *Future Land Use Plan* has been developed with the vision of accommodating incremental growth across the community in a way that does not threaten the balance of the very qualities that have led to the community's desirability.

Residential Implications

A vast majority of Richardson's land area consists of single-family residential neighborhoods; this is not expected to change in the future. Throughout the process of developing *Envision Richardson,* a topic at the forefront of discussions was increasing housing options to accommodate a wide range of individual and family needs. Missing Middle Housing, which is explained in more detail in Figure 3.2 and in Chapter 7, refers to housing types that are typically compatible with neighborhoods and fall between single-family homes and large apartment buildings in terms of density and scale. Throughout the planning process, the consensus of the community was that Richardson should support Missing Middle Housing.

In the Spring of 2024, the City hosted a Neighborhood Leadership Workshop in which over one hundred (100) representatives from thirty-three (33) neighborhoods participated in focused discussions about Missing Middle Housing options and their desirability as additions to existing neighborhoods. While close to eighty percent (80%) of the participants expressed support for including Missing Middle Housing choices in Richardson, only twenty-four percent (24%) were in favor of those housing choices in their own neighborhoods.

Based on this preliminary feedback, more detailed discussions were facilitated through Community Summit 3, where stakeholders were asked to identify which Missing Middle Housing choices were preferred in each PlaceType.

This feedback from the community, along with refinements from the Richardson City Plan Commission and City Council, has led to the incorporation of additional housing options as secondary uses within each PlaceType. The range of options has been calibrated based upon the character and intent of the PlaceTypes in which they would occur. For instance, within the lowest density PlaceType, Neighborhood Residential, the Missing Middle Housing types recommended for consideration include Accessory Dwelling Units (ADUs), Bungalow Courts, Duplexes, and Townhomes, while in the higher-density Neighborhood Mixed-Use PlaceType, Fourplexes, Live-Work units, Multiplexes, and Townhomes are recommended as possibilities. Figure 3.4 illustrates the final range of secondary housing choices envisioned in each residential PlaceType.

While this chart represents the path forward related to the types of Missing Middle Housing options in each PlaceType, additional work will need to be done to establish or revise applicable regulations in the Comprehensive Zoning Ordinance to support the implementation of the housing vision. Additional public engagement should be included in that process so that the community has involvement in determining how these new uses can fit appropriately into existing environments.

Figure 3.2 | Missing Middle Housing

Type	Image	Description
Townhome		A small-to medium-sized attached structure that consists of several multi-story dwelling units placed side-by-side, each located on an individual lot.
Duplex/ Triplex		A structure containing two or three side-by-side dwelling units, located on the same lot.
Fourplex		A detached structure (2- to 2.5-story) with four dwelling units, two on the ground floor and two above, with shared or individual entries from the street.
Multiplex		A detached structure (2- to 2.5-story) that consists of 5 to 12 dwelling units arranged side-by-side and/or stacked, typically with a shared entry from the street.

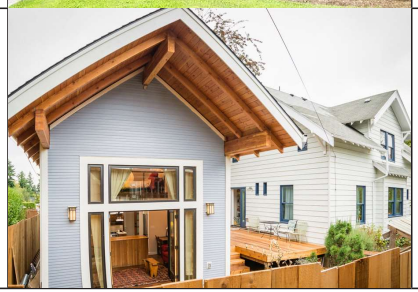
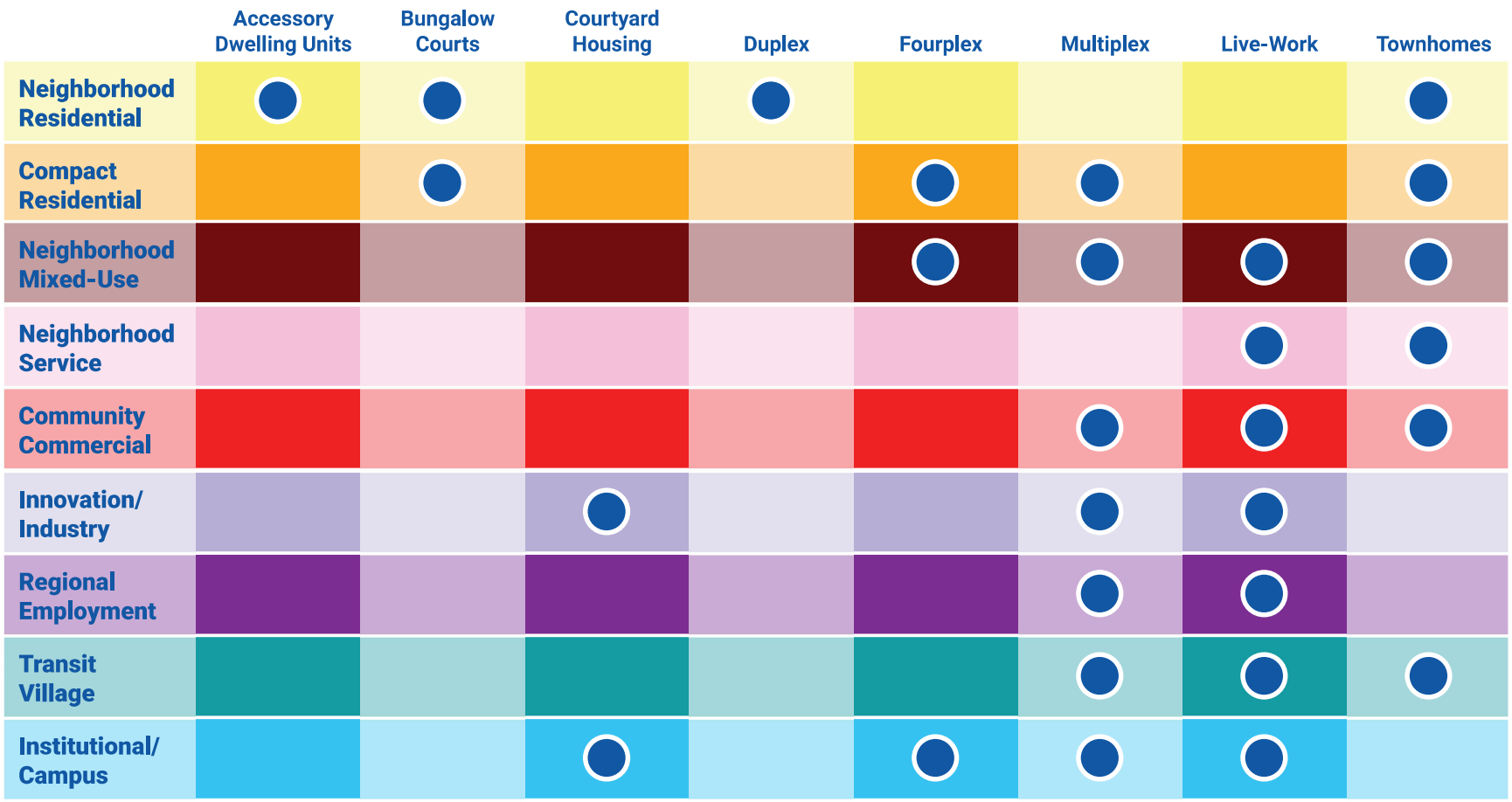
Type	Image	Description
Bungalow Court		A group of small (1- to 1.5-story), detached structures arranged around a shared court or open space visible from the street.
Courtyard Housing		A medium- to large-sized (1- to 3-story) detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards.
Live-Work Unit		A small- to medium-sized (2- to 3-story) attached or detached structure consisting of one dwelling unit above or behind a ground floor space that can accommodate a range of non-residential uses.
Accessory Dwelling Unit (ADU)		A residential dwelling unit located on the same lot as a single-family dwelling unit, either within the same building or in a detached building.

Figure 3.3 | Missing Middle Housing by PlaceTypes



STAKEHOLDER INPUT

Around 60% of the participants in all combined activities in the final Summit supported Missing Middle Housing, including Accessory Dwelling Units, Bungalow Courts, Duplexes, and Townhomes, as potential options within the Neighborhood Residential PlaceType.

Community Summit 3

Retail and Employment Implications

Developing high quality retail and continuing to provide a wide range of employment opportunities in Richardson are key issues expressed by stakeholders. Key Guiding Principles that respond to these issues are to support the stable and economically viable areas within the city, address underperforming areas, and attract the highest quality development to the remaining undeveloped tracts of land, and to actively encourage the reuse, renovation, and redevelopment of older, underachieving retail, office, and industrial space. The implementation of the retail and employment PlaceTypes is key to achieving this aspect of the future vision. The *Land Use Plan* calls for the PlaceTypes assigned to Richardson's retail and employment areas to support a broader mix of residential and non-residential uses than current zoning allows. The additional uses are typically listed as secondary to the primary uses envisioned in the PlaceType and are included to allow the rich mix of uses the community would like to see.

Within the retail PlaceTypes, for example, potential secondary uses include mixed-use buildings, entertainment, and recreation uses. Missing Middle Housing options within those areas include Townhomes and Live-Work units with Multiplexes being an additional secondary use in the Community Commercial PlaceType. Within the employment-focused PlaceTypes, potential secondary uses include entertainment, recreation, and hotel uses. Missing Middle Housing envisioned for these PlaceTypes include Live-Work units and Multiplexes, with Courtyard Housing, Townhomes, and Fourplexes being included in particular situations. Figure 3.3 illustrates the final range of secondary housing choices envisioned in each of the retail and employment PlaceType categories.

Quality of Life Implications

Key guiding principles that support the future vision for Richardson are to make Richardson a vibrant, distinctive destination with choices for entertainment, dining, recreation, special events, and developments that integrate a mix of uses and activities, and to allow development with higher densities and a mix of uses near rail stations and at appropriate locations along major multi-modal transportation corridors. *Envision Richardson* establishes three Quality of Life PlaceTypes to respond to these needs.

The Transit Village PlaceType is intended to establish mixed-use centers around transit stations with a mission of supporting the desired entertainment and hospitality needs of the community as secondary land uses. The Institutional/Campus PlaceType is focused on providing for the healthcare, and higher education needs within the community, also in a mixed-use environment. The Parks and Open Space PlaceType is focused on providing for the recreational and leisure space to provide entertainment opportunities, as well as to further the establishment of a healthy community.

Within the Transit Village PlaceType, potential secondary uses include single-family attached, entertainment/recreation, and hotel uses. Missing Middle Housing options within this PlaceType include Live-Work and Multiplex. In the Institutional/Campus PlaceType, potential secondary uses include entertainment, recreation, hotel, mixed-use and multi-family uses. Missing Middle Housing envisioned for the Institutional/Campus PlaceType include Courtyard Housing, Fourplex, Live-Work and Multiplex. Figure 3.3 illustrates the final range of secondary housing choices envisioned in each of the quality of life PlaceType categories.

While the community sees Richardson as trending towards a more mixed-use, destination-focused environment in the future, that transition needs to be calibrated in a thoughtful manner within each PlaceType to ensure that the positive qualities present in Richardson that make the community unique are respected and enhanced. That process will likely require updates to the City's zoning and subdivision regulations to align them with the vision reflected in this Land Use element.

SUSTAINABILITY

Reinvestment in existing residential neighborhoods, the reinvestment/redevelopment of aging commercial and industrial developments, and the adaptive reuse of existing commercial buildings are all strategies that will contribute to a sustainable future for Richardson.

Enhancement Areas

As mentioned earlier in this chapter, *Envision Richardson* has been developed with the intent of accommodating those who want to live and work in Richardson as the community moves ahead to achieve its vision. Because of the limited amount of undeveloped land remaining in the City, reinvestment in existing developed areas of the community will be a large part of accomplishing the future vision.

Since the adoption of the *2009 Comprehensive Plan*, Richardson has a successful track record in working with community stakeholders to establish visions for aging areas of the City, developing implementation strategies and tools, and achieving the desired development pattern in multiple locations throughout the City.

The *Envision Richardson* process identified five Enhancement Areas for further study. These areas will be a critical element in reaching the community's overall vision. More detail for the vision and implementation recommendations for each of the five Enhancement Areas is provided in Chapter 10.

ACTION ITEMS

Most of the Action Items for this plan element pertain to furthering reinvestment in existing developed areas of the community and evaluating existing ordinances and procedures in response to the proposed PlaceType strategy.

- **Secondary Land Use Guidance.** Establish criteria for consideration and approval of secondary land uses to allow an appropriate level of control associated with each PlaceType, particularly in those that would impact existing neighborhoods.
- **Code Updates.** Prepare updates to the City's zoning and subdivision regulations to align them with the vision reflected in this Land Use element, and remove barriers to development or revitalization.
- **Fiscal Impact Analysis.** Use the fiscal impact analysis model developed as part of this plan to evaluate proposals for new development and redevelopment so that the costs and benefits to the City and the community can be considered as determinations are made on proposed projects.
- **Communication with Development Interests.** Work with development interests (developers, builders, real estate professionals, etc.) to inform them about *Envision Richardson* in general, highlighting the Place Type concept and the new opportunities for Missing Middle Housing in Richardson.

CHAPTER 04

Transportation and Mobility



Arapaho Center Station Looking West

The goal of the Transportation and Mobility chapter of *Envision Richardson* is to apply the principles of urban planning and engineering to devise strategies for moving people and goods more safely and efficiently to and from their destinations in Richardson and connecting travelers to surrounding communities. This chapter establishes basic transportation direction and outlines long-term improvements that align with the community's vision for sustainable growth through the land use plan. It combines the results of previous efforts with new recommendations into a single plan that will be implemented by various City departments and serve as a guide for future development and infrastructure investments.

In this chapter, the evaluation of Richardson's thoroughfare plan and multimodal networks will be based on characteristics such as level of service, safety metrics, and other critical factors. This assessment aims to provide a comprehensive understanding of the current transportation landscape in Richardson, which will then serve as the basis for a set of strategies that corresponds with the community's vision.

GUIDING PRINCIPLES

The Guiding Principles in this chapter were developed based on knowledge of existing conditions, input from community members, and established transportation planning principles. They provide direction for the City as it strives to achieve the community's transportation and mobility goals.

- Continue to improve and preserve a safe, efficient, accessible, and well-maintained transportation system.
- Encourage multiple modes of travel, including modes that promote walkability, bikeability, and rollability, integrate new and emerging technologies, and improve air quality.
- Seek funding and other forms of support from partner agencies such as DART, TxDOT, Dallas and Collin counties, UTD, and others, and collaborate with them to address traffic flow and capacity, safety, travel demand, convenient access and scheduling, and air quality.
- Partner with DART to improve opportunities to facilitate transit-oriented development and enhance access to workforce talent.
- Implement the City's *Active Transportation Plan*.

BUILDING ON PREVIOUS PLANS

Significant efforts have been undertaken and investments made in the City's transportation and mobility infrastructure over the years. The goal has been to improve Richardson's roadway, bicycle, and pedestrian infrastructure across various transportation networks. Understanding past initiatives—the *Master Transportation Plan* (MTP), *Active Transportation Plan* (ATP), and others—is important to ensuring future success. Similarly, it is critical to understand and align local priorities with those of the region. This chapter will serve as an update to the City's previous work by reflecting on earlier priorities and realigning goals and objectives with the community's updated vision.

The *2009 Comprehensive Plan* underscored the importance of providing a combination of land uses and development patterns that will preserve Richardson's future as a healthy, sustainable, and desirable community. It focused on the location and design of thoroughfares and other major transportation facilities and providing an efficient and comprehensive multi-modal system.

Figure 4.1 | Relevant Plans

Richardson Plans	Regional Plans
• Richardson Comprehensive Plan (2009) • Richardson Master Transportation Plan (MTP) (2014) • Richardson Active Transportation Plan (2023) • Richardson Parks Recreation and Open Space Master Plan (2023)	• NCTCOG Mobility 2045 Plan • Regional Veloweb • US 75 Corridor Study • DART Silver Line/Cotton Belt Trail • Six Cities Trail Plan • City of Dallas Trails and Bicycle Network • City of Garland Trails and Bikeways Plan • City of Plano Trails and Bicycle Network

The North Central Texas Council of Government's (NCTCOG's) regional *Mobility 2045 Update* aligns well with the *2009 Comprehensive Plan*. The plan notes that future development should "...encourage physical activity, make travel more convenient, provide additional opportunities for social interaction, and improve environmental responsiveness."

As a complement to the *2009 Comprehensive Plan*, Richardson also adopted a *Master Transportation Plan* (MTP), which classified roadways based on their function, design, and connectivity. The MTP is monitored, evaluated, and updated as necessary to ensure that the locations and alignments of existing and future facilities are accounted for.

The *Active Transportation Plan* (ATP), completed in 2023, builds on the previously completed *Bicycle & Pedestrian Trailways Plan* to establish "...a plan that connects all active transportation elements—bicycle, pedestrian, transit, and micro-mobility—to leverage existing infrastructure and capitalize on future transportation projects to create a network that is more accessible and usable by all ages and abilities in Richardson..." An assessment of existing conditions and a needs analysis were conducted to identify opportunities for improved connectivity. The ATP serves as a road map for prioritizing active transportation projects and establishes timing for those that are recommended. It ranks roadway segments within each of the three principal project categories as either high-, medium-, or low-priority, and includes 54.7 miles of proposed active transportation facilities, 23 miles of existing active transportation facilities recommended for upgrades, and 241 intersections identified for enhancement projects.

MULTIMODAL NETWORKS

Effective multimodal mobility planning improves the quality of life for people who live, work, and visit in Richardson by establishing and enhancing routes to destinations so that the use of a motorized vehicle is not required.

Vehicular Facilities

While Richardson's existing street network provides the internal and external connections needed for the community to thrive, in some instances, it also creates barriers that prevent connections for travel modes other than automobiles. The foundation of the transportation system in place today is based on the arterial grid street pattern that dates to the *1961 Master Street Plan*.

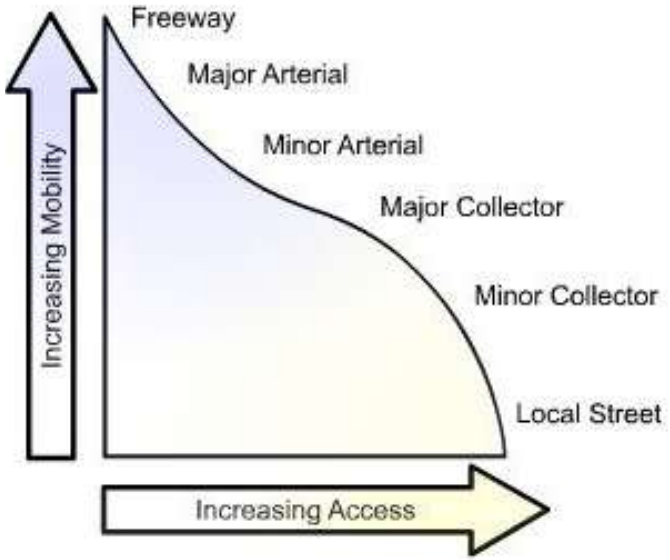
The goal of a functional classification system is to balance the two major needs of roadway users:

- **Mobility**. The efficient movement of people and goods across distances.
- **Access.** The ability to reach destinations using transportation options.

Richardson's street network serves divergent interests—on one hand, it is responsible for moving large volumes of regional traffic (mobility), and on the other, it reflects the beginnings of a much more granular and connected network within several mixed-use areas of the city (access).

Roadway classification levels range from high mobility/low access highways to low mobility/high access local roads. The graphic below shows the relationship between mobility and access in a functional roadway classification system. Having a well-defined hierarchy in a road network helps to streamline and standardize the design standards for roadways within a jurisdiction, making the network easier for users to navigate.

Figure 4.2 | Conceptual Roadway Functional Hierarchy



Source: Federal Highway Administration

Thoroughfare Classifications

Richardson's thoroughfare network is a product of years of careful planning and development. The thoroughfare plan as presented and updated since its adoption in the *2009 Comprehensive Plan* is well-established. Because the improvements called for in the City's thoroughfare plan are now largely complete, the focus of the plan has shifted from facilitating expansion to optimizing existing infrastructure. The current approach emphasizes supporting existing and future land uses, enhancing mobility within and through the city, and accommodating multiple modes of transportation. This shift aligns with national trends where mature urban and suburban areas prioritize the efficient use of their transportation networks over new roadway construction. Future roadway modifications will be evaluated and handled on a case-by-case basis based on inputs and priorities from the *Active Transportation Plan*, surrounding land use context, and an understanding of the purpose of the streets.

Although population growth and regional transportation pressures continue to mount, the City's network provides ample capacity to serve existing demand. To break down the network into its pieces and allow for a more nuanced look at each contributing road type, several different road typologies have been identified based on their transportation function and character.

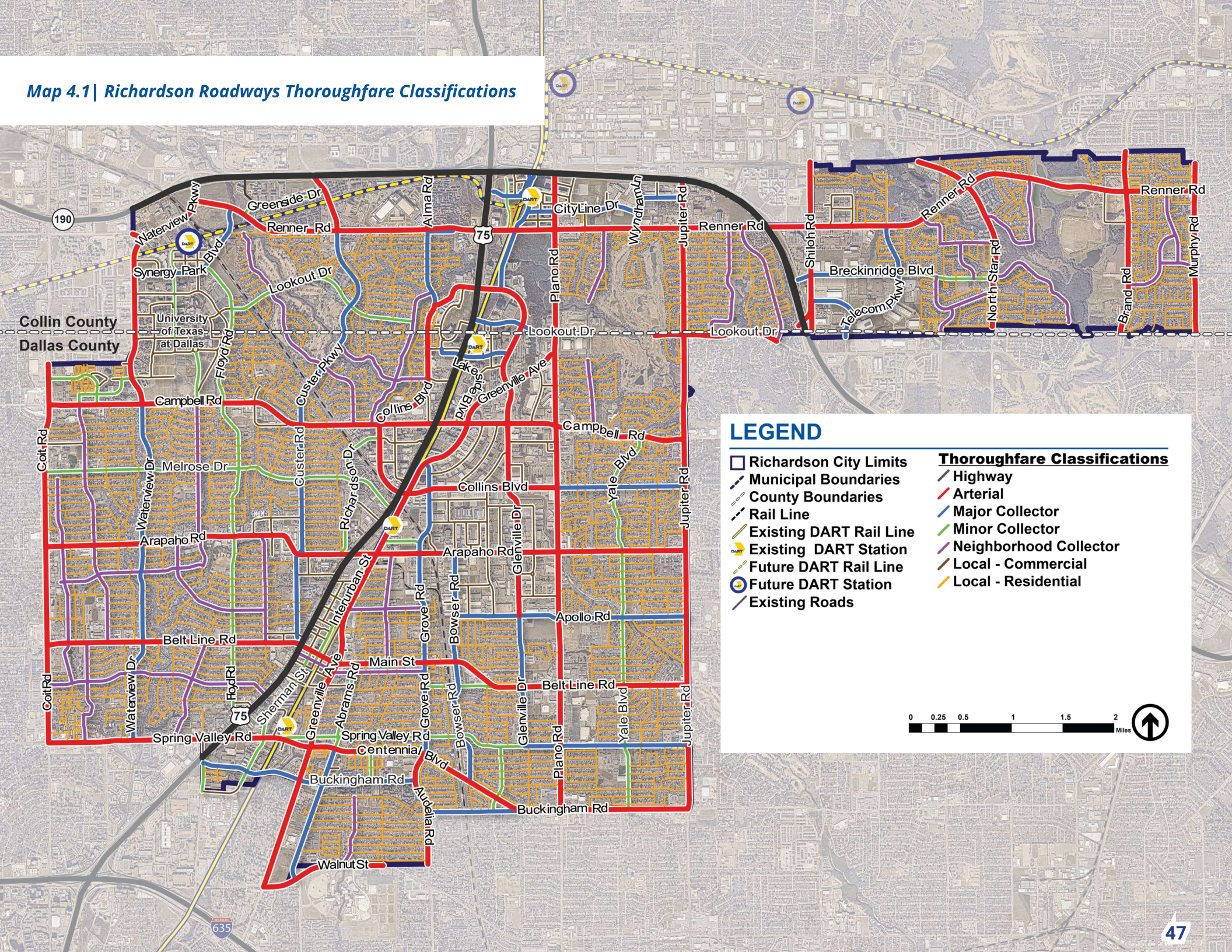
- **Highway (60,000 - 250,000 Average Annual Daily Traffic)** The Highway classification is reserved for roadways which are intended to move large volumes of traffic above all else. They are generally characterized as having consistent speeds of 55 mph or more and the presence (or planned presence) of frontage roads for access*. US 75 is a key north-south connector through Richardson responsible for moving people and goods regionally between Dallas and Oklahoma. Similarly, President George Bush Turnpike is an east-west connection that carries regional traffic between Arlington and Rowlett. These facilities carry the highest volumes of traffic within the city.

  ** These attributes all contribute to similar highway design; however, it should be noted that the Texas Department of Transportation (TxDOT) and the Federal Highway Administration (FHWA) each determine their own design specifications*

- **Arterial (15,000 – 60,000 Average Annual Daily Traffic)** Arterial roads prioritize mobility to areas inside and outside of the city and provide access to major activity centers. Arterials are conducive to longer trips that typically allow users to travel at relatively high speeds with few delays. East-west arterial examples in Richardson include Renner Road, Campbell Road, Arapaho Road, Belt Line Road, Spring Valley Road, and Centennial Boulevard. North-south arterial examples include Jupiter Road, Plano Road, Greenville Avenue, and Coit Road.

- **Collectors (1,000 – 18,000 Average Annual Daily Traffic)** Collectors are used primarily to connect neighborhoods and other local destinations to each other. They provide a higher degree of access and offer less mobility than arterials and highways. The result of these connections is generally a road with lower speeds and a smaller right-of-way width that feed into Arterials. Within the Collector classification, three different subtypes have been identified: Major Collector, Minor Collector, and Neighborhood Collector.

Map 4.1| Richardson Roadways Thoroughfare Classifications



- **Local Roads (<1,000 Average Annual Daily Traffic)** The Local Road designation applies to all other roads in the city. They are designed to provide users with the greatest amount of access. The Collector category also includes subtypes: Local – Commercial and Local – Residential. This roadway section has the smallest pavement width, generally allowing one lane in each direction, with various conditions related to on-street parking.

Existing Level of Service

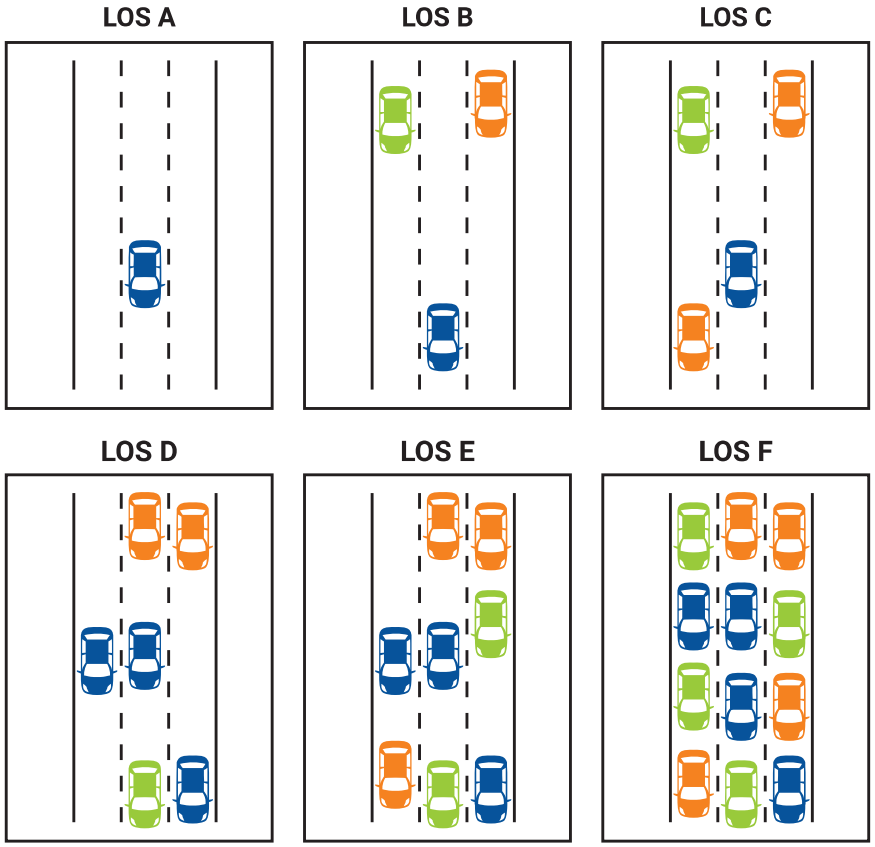
Level of Service (LOS) is a qualitative measure that describes how well a roadway or intersection operates from a user's perspective. It is primarily determined by the Volume to Capacity (V/C) ratio, which compares the actual traffic volume (V) on the roadway to its maximum capacity (C) during peak periods. The V/C ratio is used to categorize road performance into six levels:

- **LOS A–C:** These grades are considered acceptable. LOS A indicates no congestion, but it can sometimes encourage speeding due to lack of constraints.
- **LOS D:** Considered tolerable, often used as the target for roadway design.
- **LOS E–F:** These grades are undesirable. LOS E represents significant congestion, and LOS F reflects failing conditions where the roadway is over capacity, leading to severe delays and risky driver behavior.

It is important to note these LOS categorizations are industry standards set at the national level to address all roadways and all conditions. The City of Richardson proactively identifies mobility options such as traffic signal synchronization to reduce the delay and congestion typically experienced on high volume corridors where feasible. Other future strategies for minimizing congestion will likely focus on roadway and intersection capacity improvements (right turn lanes, dual left-turn lanes, etc.), travel demand management strategies, and promoting alternative modes of travel rather than wholesale expansion of existing facilities.

As a built-out, inner-ring suburb, transportation solutions for Richardson often require a more comprehensive regional strategy. The City frequently coordinates with regional stakeholders, including adjacent municipalities, the North Central Texas Council of Governments (NCTCOG), and the Texas Department of Transportation (TxDOT) since mobility solutions on high-volume corridors generally require a systematic approach along the entire corridor.

Figure 4.3 | Level of Service Illustration



The graphic illustrates the various LOS categories for delay along roadway links.

The LOS analysis conducted as part of this plan examined Arterials and all three Collector typologies (Major, Minor, Neighborhood). Map 4.2 illustrates roadway segments and their corresponding LOS categorization, and the table that follows summarizes the mileage and LOS category of the roadways examined.

Map 4.2| Richardson Roadways Existing Level of Service (LOS)

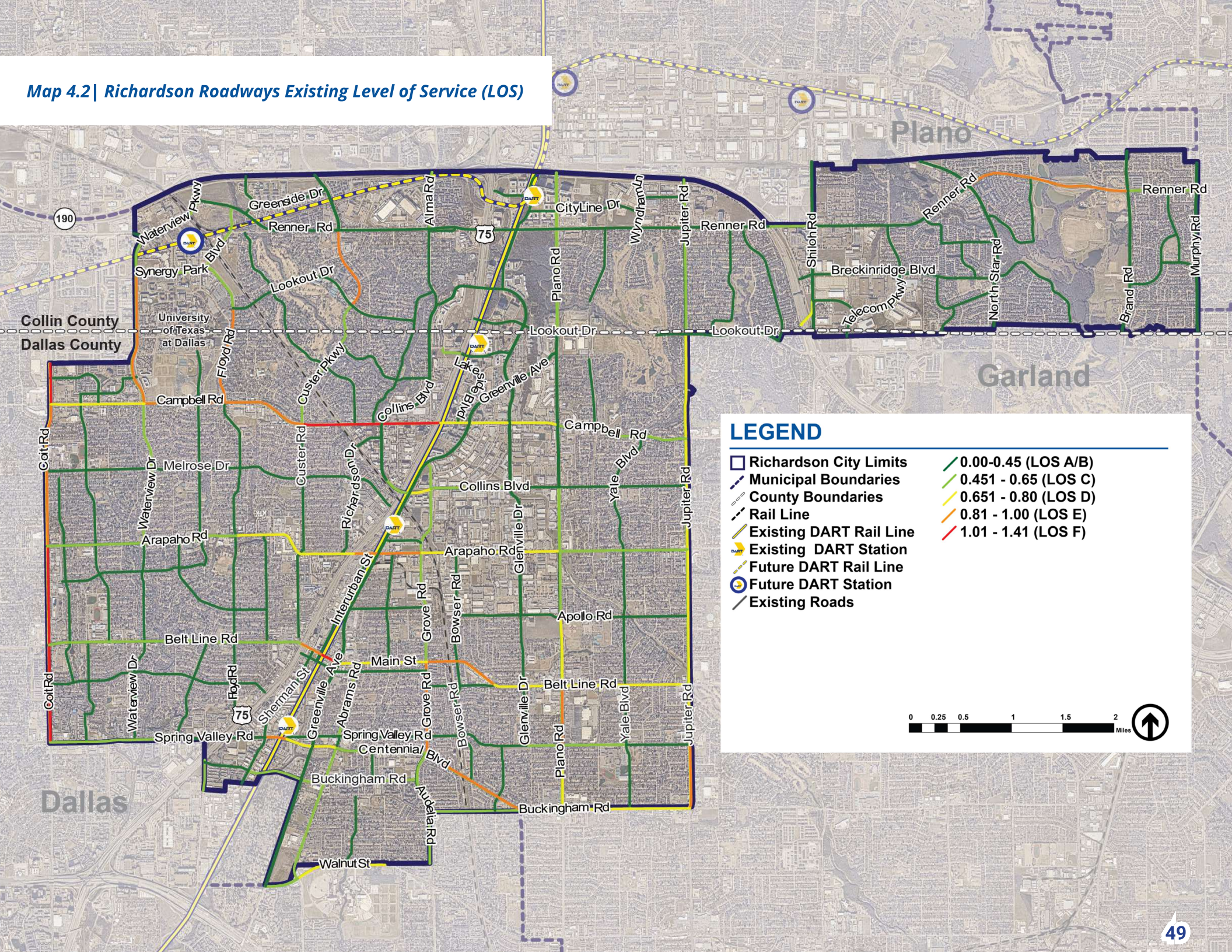


Figure 4.4 | Richardson Roadway Miles by Level of Service

LOS Category	Total Miles	Percentages
A	66.6	47.0%
B	29.3	20.7%
C	19.4	13.7%
D	18.0	12.7%
E	5.2	3.7%
F	3.1	2.2%
Grand Total	141.6	100%

Following the LOS analysis, which shows that most roadways are operating at acceptable levels, it is evident that proactive travel demand management strategies and shifts in transportation modes have effectively mitigated increases in congestion.

Richardson's traffic volumes have remained relatively stable over the past few decades, reflecting the city's mature stage of development. This stability highlights the success of the City's efforts to manage traffic demand and avoid the need for significant roadway expansions. As part of this strategy, the City maintains a commitment to the "No Higher, No Wider" guiding principle for US 75, ensuring that any future improvements to Central Expressway avoid vertical expansion and protect neighborhood integrity and redevelopment potential along the corridor.

Moving forward, the City should continue to assess and implement NCTCOG's Transportation System Management Strategies where feasible to ensure long-term efficiency and adaptability in its transportation network.

Context-Sensitive Design and Complete Streets

Context-Sensitive Design (CSD) is a flexible approach to transportation planning that adapts street design to the surrounding character and use of land. As the Federal Highway Administration (FHWA) explains, CSD ensures that transportation projects meet safety and mobility needs while also preserving scenic, aesthetic, historic, and community values. This approach acknowledges that streets serve multiple functions beyond transportation, including social interaction, economic activity, and enhancing neighborhood appeal. One of the goals of CSD is to right-size roadways, avoiding excessive width and reducing both short- and long-term infrastructure costs.

A significant step in Richardson's implementation of CSD was the adoption of the *Complete Streets Policy* in June 2024. This policy outlines a vision where all streets are designed to safely accommodate various users—drivers, pedestrians, cyclists, and transit riders—based on the specific context of each corridor.

For example, roads near US 75 are designed for high traffic volumes and truck movement, while streets in Downtown prioritize pedestrian comfort with wide sidewalks, slower traffic, and public spaces like outdoor seating.

The City of Richardson has also received a federal funding grant to develop a vision zero/safety action plan, which is anticipated to begin in 2025. This initiative is central to the city's goal of eliminating traffic fatalities and severe injuries. By applying CSD principles to street design, the city can naturally slow traffic, improve pedestrian safety, and create safer, more welcoming public spaces.

Ultimately, consideration of CSD principles helps Richardson meet its transportation goals by balancing mobility needs with the character of adjacent land uses, creating streets that are safe, accessible, and vibrant community assets. Potential candidates for CSD and the criteria used to identify them are available in Appendix II.

THE RICHARDSON ACTIVE TRANSPORTATION PLAN

The *2023 Richardson Active Transportation Plan* (ATP) serves as a road map for short and long-term priorities addressing non-motorized transportation facility connections by leveraging existing infrastructure and future capital transportation projects to create an accessible, comfortable, and connected network for residents of all ages and abilities.

The ATP provides a work plan that will generate an environment for walking, bicycling and using assisted mobility devices that is an integrated component of our multi-modal transportation system, provides and maintains high-quality facilities, creates critical connections throughout the city, improves access, safety and comfort, and positions Richardson as an action-oriented leader in meeting all the mobility needs of the city's diverse residents and other stakeholders.

The Richardson ATP guiding principles are action driven, defining the types of accomplishments Richardson is striving to achieve through the development of a comprehensive active transportation network. The actions identified in the work plan for implementing the active transportation network align with the following principles:

- **CREATE COMMUNITY WIDE CONNECTIONS.** Pedestrian and bicycle facilities will be strategically implemented and equitably distributed to connect key transit and key destinations to support everyday lives of residents.
- **SUPPORT ALL MOBILITY NEEDS AND INTERESTS.** Our system of pedestrian and bicycle facilities will be built and distributed to meet the needs of multiple users through diverse facility applications that are designed for all ages, abilities and interests.
- **PROVIDE A SAFE AND COMFORTABLE ENVIRONMENT.** Pedestrian and bicycle facility design and application will create a safe environment where users feel a level of comfort that accommodates and encourages active transportation while maintaining overall transportation efficiency.
- **PROMOTE ENJOYMENT OF THE CITY.** Active transportation investments will strengthen the city's identity as a desirable place for people and businesses to establish themselves, encourage exploration of the many parks, neighborhoods, and urban districts that Richardson has to offer, and contribute to economic development and regional tourism.
- **BE A COMMUNITY INVESTMENT.** A thoughtful approach to the implementation of pedestrian and bicycle infrastructure will help ensure that investments enhance the efficiency of our multi-modal transportation system and that facilities will be maintained in a manner that creates exemplary quality of life amenities for all residents.

The implementation of active transportation projects is divided into three principal project categories—Network Additions, Network Updates, and Intersection Enhancements—which are outlined in the Richardson *Active Transportation Plan*.

STAKEHOLDER INPUT

The highest-ranking Mobility Priority according to attendees at the June 2024 Open Houses was:

- Provide additional mobility options

Community Summit 3

> "Much of Richardson's success in developing its expansive bikeway system is related to its foresight in reallocating overbuilt roadway space from motorists to bicyclists through the conversion of motor vehicle lanes to bicycle lanes. While the possibilities of the City conducting future lane reductions may be limited, Richardson should continue seeking opportunities for additional roadway conversions to incorporate active transportation facilities."
>
> ***Active Transportation Plan***

BUILDING ON THE ACTIVE TRANSPORTATION PLAN

Developing an effective multimodal network requires careful consideration of factors such as the street and pedestrian context, safety considerations and concerns, and mobility needs. A review of the ATP, national best practices related to planning and engineering, and stakeholder input during the public engagement process reveals several concerns related to Richardson's bicyclist and pedestrian connectivity, comfort, and safety. These include ensuring continuous and well-maintained sidewalks, adding safe and frequent crossings, improving ADA accessibility, providing adequate lighting, and enhancing shading for comfort. Addressing these needs is essential for creating a safe and accessible network that encourages walking and other forms of active transportation.

Discontinuous Networks

A continuous network enables those walking, riding, or rolling to find connections and crosswalks along their entire route with minimal need to cross multiple legs of an intersection to travel in a straight line. Sidewalk gaps or sparsely equipped pedestrian crossings affect mobility choices, even for short trips such as walking to a bus stop, school, or the grocery store. Without a continuous connection, users may be discouraged from making active transportation trips, resulting in increased reliance on automobiles. Users are more likely to make unsafe decisions when adequate and continuous facilities are lacking, such as crossing the street at hazardous locations or stepping into the roadway to bypass gaps in the network.

Maintaining and completing the existing sidewalk network is as important as implementing new standards for where and how sidewalks should be built. The ATP recommends the completion of an Americans with Disabilities Act (ADA) *Transition Plan* along with a detailed inventory of sidewalks to document existing network gaps and substandard segments. The *ADA Transition Plan* will allow Richardson to ensure its facilities, services, and programs align with the ADA. This plan would outline existing physical barriers that hamper accessibility for people with disabilities and highlight the steps to remove those barriers. Through the *ADA Transition Plan* and a network gap analysis, the City will also be well-positioned to prioritize funding for these projects. Upon completion, the network will extend more than 140 miles, providing critical connections throughout the community and to Plano, Garland, and Dallas.

Infrequent or Unsafe Crossings

Establishing adequate frequency and quality of pedestrian crossings increases the likelihood that people will use the crossing instead of choosing a location where the risk of conflicts with motor vehicles may be high. This includes both corner and midblock crossings. When block lengths are long (over a quarter mile), mid-block crossings can be considered to help facilitate safer pedestrian access. The National Association of City Transportation Officials' (NACTO) *Urban Streets Design Guidelines* recommends that crosswalks be "determined according to the pedestrian network, built environment, and observed desired lines. In general, if it takes a person more than three minutes to walk to a crosswalk, wait to cross the street, and then resume their journey, they may decide to cross along a more direct, but unsafe or unprotected, route." Decisions regarding crosswalks,

whether at intersections or mid-block, should also consider pedestrian types (e.g., children, older adults), the speed and volume on the adjacent roadways, and include appropriate signage or signalization to create a clearly identified space and path for pedestrians.

The ATP identifies pedestrian crossings throughout the city and classifies them by Pedestrian Level of Traffic Stress (PLTS), which measures the perceived comfort and safety of pedestrians. This analysis, alongside the *ADA Transition Plan*, provides a strong foundation for the identification of locations and potential resolutions to high stress crossings through the development of a citywide crosswalk policy. This policy would guide future installations, particularly on arterials, where enhanced safety measures are necessary.

In the interim, future crosswalks should follow best practices and leverage the *Active Transportation Plan's* Pedestrian Level of Traffic Stress (PLTS) analysis to identify priority locations for safety improvements. The goal of establishing safe and frequent pedestrian crossings is to reduce conflicts between pedestrians and vehicles and to encourage people to use them.

Dangerous Intersections

Best practices for intersection design aim to reduce crash risks by improving safety for all users, including pedestrians. While reducing vehicle speeds can be effective in certain areas, this approach must be balanced with the need to maintain traffic flow, especially on arterial roads designed to move large volumes of vehicles. Solutions should be context-sensitive, tailoring intersection improvements to traffic conditions and adjacent land use. In some cases, reducing crossing distances or improving signal timing may be more appropriate than lowering vehicle speeds. This approach could address the need to balance safety with the goal of minimizing traffic congestion. The preferred design should focus on reducing conflicts between vehicles and pedestrians, particularly at high-risk intersections, without compromising the functionality of the arterial street.

TRANSIT FACILITIES

Since the creation of Dallas Area Rapid Transit (DART) in 1983, Richardson has been part of the transit agency's service area. The City is a key partner with DART in fostering access and use of the agency's plans and programs. DART operates commuter and light rail and buses for its 13 member cities. Richardson's centralized location within the metroplex affords the community significant transit opportunities, including access to:

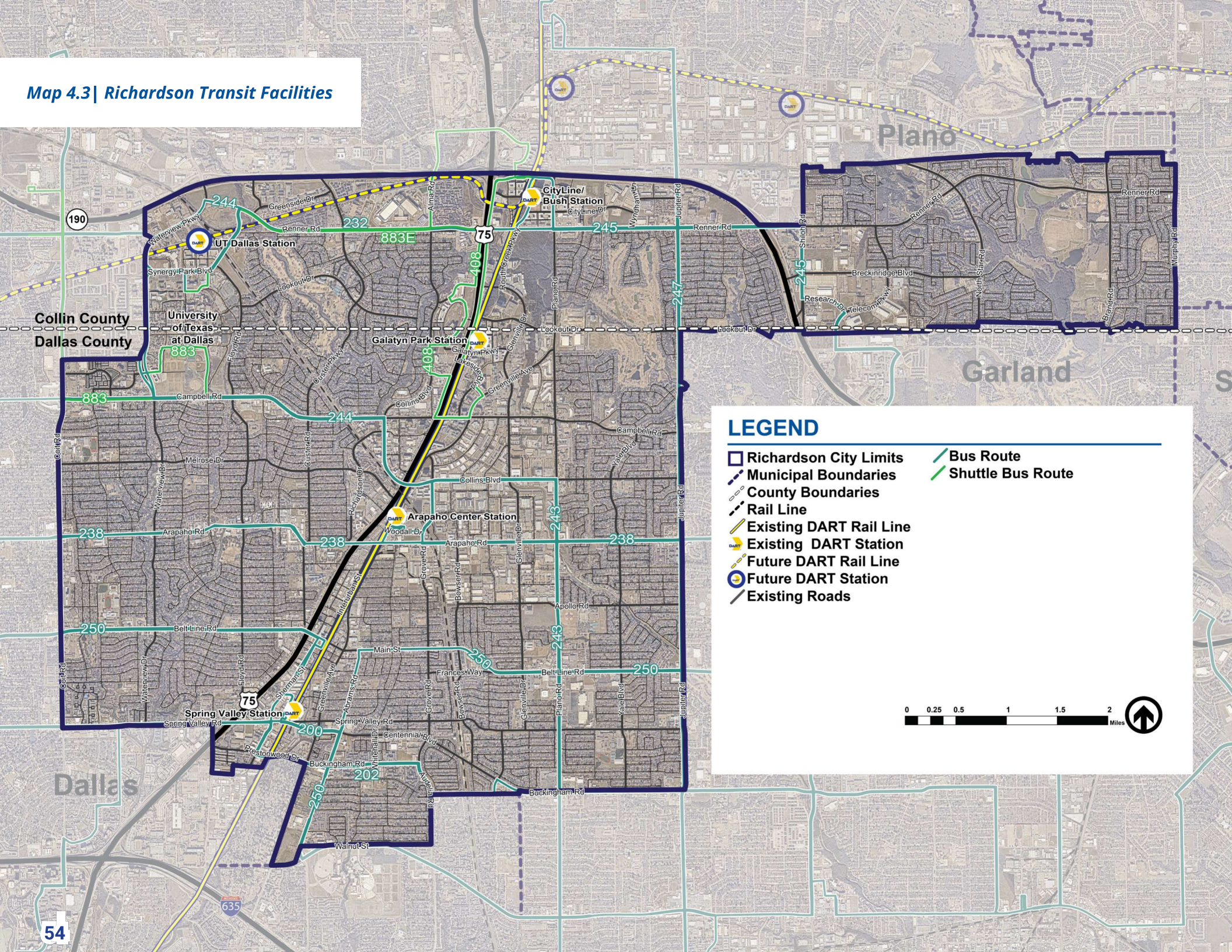
- Four DART Light Rail Stations
- Eleven bus routes
- Two GoLink Zones offering flexible transit solutions
- Paratransit services
- Galatyn Shuttle program managed by the City

Looking ahead, Richardson anticipates the introduction of two future Silver Line Stations—one at UT Dallas and the other at CityLine/Bush—as part of the 26-mile regional rail service slated to commence operations by mid-2026. The Silver Line will significantly enhance connectivity across seven cities, including Richardson, with a direct connection to DFW Airport, resulting in increased reliability of travel times when compared to driving. The Silver Line's introduction is projected to reduce daily vehicular trips along major east-west arterials such as Renner Road and Campbell Road, contributing to a more efficient and sustainable transportation network.

The *Envision Richardson Future Land Use Plan* designates the Transit Village PlaceType at the City's five rail stations:

- UT Dallas (service anticipated by mid-2026)
- CityLine/Bush
- Galatyn Park
- Arapaho Center
- Spring Valley

Map 4.3| Richardson Transit Facilities



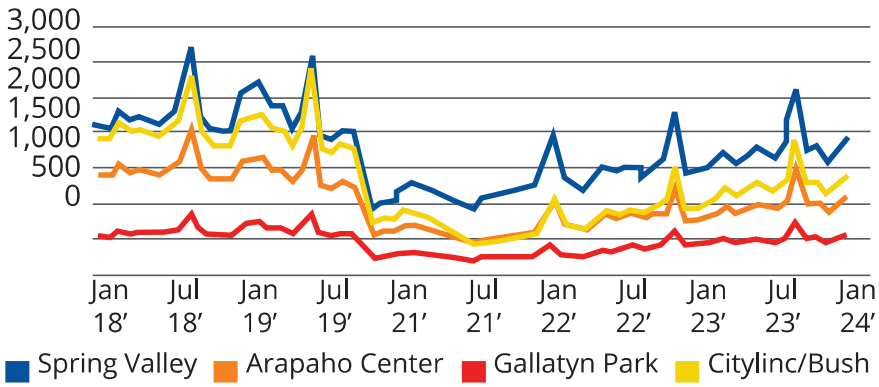
This PlaceType calls for medium- to high-density development based on proximity to the transit station, active transportation opportunities, access to other roadways, and the character and mix of adjacent land uses. The goal is to attract development that will create active destinations and interesting environments that will support increased transit ridership.

Existing Condition/Historic Trends for Ridership

An examination of historical ridership patterns at the four DART stations currently serving Richardson—Spring Valley, Arapaho Center, Galatyn Park, and CityLine/Bush—reveals distinct trends shaped by recurring events and exceptional circumstances.

One of the most prominent patterns is the annual surge in ridership during October of each year, driven by the State Fair of Texas. It is also worth highlighting the significant decrease in transit ridership as a result of the COVID-19 pandemic that occurred in 2020. Transit ridership decreased 55% from April 2019 to April 2020. Recent data indicates a steady upward trend, signaling a gradual return to pre-pandemic levels of transit use. This trajectory shows the community's movement in the direction of pre-pandemic passenger volumes, suggesting an increasing reliance on public transportation as the region continues to grow and adapt to new norms. Recently, DART announced that ridership has returned to 80% of pre-pandemic standards.

Figure 4.6 | Average Weekly Ridership by Station (2018-2024)



Source: DART

Mobility Hubs

Mobility hubs, introduced in the ATP, are central locations where various modes of transportation—such as buses, trains, bicycles, and pedestrian pathways—converge, facilitating seamless transitions for users. Mobility hubs enhance the overall transit experience by integrating different transportation options, making it more convenient, efficient, and user-friendly. In the context of Richardson's *Future Land Use Plan*, mobility hubs are essential in supporting the mixed-use, transit-oriented environment of the Transit Village PlaceType.

Richardson has an opportunity to continue to leverage its four existing Red Line DART stations and the future Silver Line station adjacent to the UTD campus as mobility hubs. The placement of bike lanes, potential scooter and bikeshare programs, and shuttle services within these mobility hubs complements DART's services by providing critical last-mile connectivity for the last leg of a passenger's trip. By integrating these services, mobility hubs function as gateways to more destinations, ensuring that all transportation modes combine to create a seamless and user-friendly travel experience. Thoughtfully designed spaces within these hubs include amenities such as real-time transit information, bike-sharing stations, and pedestrian-friendly environments. These elements create a more pleasant and efficient experience, encouraging greater use of public transit and other sustainable modes of travel.

The benefits of mobility hubs extend beyond simply improving transit experiences. They contribute to the city's economic vitality by attracting businesses and residents who value accessibility and connectivity. The strategic location of these hubs, which are now supported by the *Future Land Use Plan*, enhances Richardson's appeal to a diverse population, including students, faculty, and professionals who prioritize convenience in their daily commutes. For the City, the implementation of mobility hubs represents a strategic move towards a future-oriented transportation network. By aligning with the principles of the Transit Village PlaceType, these hubs will play a key role in reducing greenhouse gas emissions, encouraging physical activity, and fostering a more livable urban environment.

In addition to the Transit Village PlaceTypes identified on the *Future Land Use Plan*, the ATP identifies areas of concentrated activity as opportunities for mobility hub development. Many variations of mobility hubs can exist based on the context of the surrounding environment. Some areas of the city may develop mobility hubs that simply prioritize providing information about destinations on kiosks, screens, or other displays, while the hubs like the one planned at the UT Dallas Station on the DART Silver Line may utilize significant infrastructure improvements and micromobility offerings to connect last-mile destinations. The ATP identifies several candidate sites for gateway mobility hubs throughout the city in addition to the Transit Village PlaceTypes, including:

- Texas Instruments' Richardson FAB
- UTD Campus
- Palisades Development
- CORE District

SUSTAINABILITY

Richardson has a unique opportunity to continue to leverage its four existing Red Line DART stations and the future Silver Line station adjacent to the UTD campus as focal points for mobility hubs, which encourage higher-density development, reduce traffic congestion, and promote more sustainable forms of transportation

Freight Facilities

Freight movement is essential to Richardson's economy, ensuring that goods reach businesses, distribution centers, and consumers efficiently. Best practices in the city focus on directing truck traffic along arterial roadways, which are designed to accommodate larger vehicles and serve as regional connectors to adjacent cities. These arterials are engineered with wider lanes, appropriate turning radii, and the capacity to handle the weight of heavy trucks, which helps reduce the need for frequent infrastructure maintenance. Concentrating truck traffic on these roadways also minimizes interactions and conflicts with other users, such as cars, bicycles, and pedestrians, thereby enhancing overall safety.

In contrast, minor collectors, neighborhood collectors, and local streets are not suitable for heavy truck traffic outside of local deliveries and construction activities. These roads are primarily intended for local access and residential use, with designs that prioritize safety and livability. By keeping trucks on arterials and away from lower classification roadways, the City intends to protect the character of residential neighborhoods, reduce noise and air pollution, and maintain a safe environment for residents and all road users. This approach aligns with the City's broader goals of safety, sustainability, and preserving a high quality of life for its residents.

SAFETY

Safety is a top priority for the City and residents alike. Richardson has already taken significant steps to address potential safety risks in its transportation network. The City has received a federal grant to develop a vision zero/safety action plan (discussed earlier in the chapter), which takes a holistic approach to transportation safety, including a recognition of the fact that human error is inevitable and road systems should be designed to minimize the consequences of mistakes. The City will be monitoring issues and will deploy appropriate traffic enforcement in coordination with the police department. Additional information related to crash and safety statistics can be found in Appendix II.

TECHNOLOGY

Smart City Technologies

The City of Richardson is poised to embrace cutting-edge technologies that promise to transform its transportation landscape. The City has already begun implementing smart city technologies in multiple projects. These projects include several advanced technologies:

- **CV2X Radios at Signalized Intersections**. Radios link up to connected vehicles (CV), enhancing communication and coordination for improved traffic flow.
- **Bike Detection and Signals.** Advanced detection systems and dedicated signals for cyclists improve safety and encourage active transportation.
- **Flood Detection and Monitoring.** Smart sensors monitor flood-prone areas, providing real-time alerts to prevent accidents and improve response times.
- **Smart Roadway Lighting**. Energy-efficient lighting systems adapt to traffic conditions and environmental factors, improving safety and reducing costs.

Intelligent Transportation Systems (ITS) Master Plan

A comprehensive ITS master plan is scheduled to begin in 2025. The integration of Intelligent Transportation Systems (ITS) and smart city technologies will not only improve capacity, traffic flow, and safety, but also position the City as a leader in innovative urban mobility. Advancing technologies also improves connectivity, sustainability, and equitable access to transportation.

This plan will serve as a road map for integrating various technologies to optimize traffic management, enhance safety, and improve overall mobility. Key components include:

- **Automated Traffic Signal Performance Measures (ATSPM).** This system collects data from signalized intersections to assess performance and identify areas needing optimization.
- **Data Collection and Analysis**. Implementing a robust program to collect and analyze traffic data will enable the City to make informed decisions and improve traffic signal operations.
- **Resilient Communication Infrastructure.** Ensuring reliable, redundant, and resilient communication networks is critical for the effective operation of ITS devices.

Artificial Intelligence Integration

Artificial Intelligence (AI) presents numerous opportunities for enhancing urban mobility. While its current applications in municipal settings are evolving, its potential is vast and should be considered when appropriate for:

- **Predictive Analytics.** AI can analyze data to predict pedestrian crossings, traffic congestion, and incident patterns, enabling proactive measures for the City to consider.
- **Incident Detection and Response.** AI systems can detect traffic incidents in real time and recommend or automate appropriate responses, such as adjusting signal timings or dispatching emergency services.
- **Public Transit Optimization.** AI can optimize transit routes and schedules based on real-time data, improving reliability and efficiency.

Emerging Technologies

Several other emerging technologies are likely to play a role in Richardson's mobility future and should be evaluated, including:

- **Connected and Autonomous Vehicles (CAVs).** Supporting infrastructure for CAVs will be crucial as these technologies become more prevalent.

- **Electric Vertical Takeoff and Landing (eVTOL) Aircraft.** These vehicles offer efficient urban air mobility solutions. Integrating eVTOL with ground transportation systems will ensure smooth transitions between air and land travel, enhancing overall mobility.
- **Electric Vehicle (EV) Charging Stations.** Expanding the network of EV charging stations will support the growing number of electric vehicles.
- **Delivery Bots.** The University of Texas at Dallas already uses delivery bots, demonstrating their potential in last-mile delivery solutions. Expanding the use of delivery bots throughout Richardson could reduce traffic congestion, lower emissions, and improve delivery efficiency.
- **Advanced Monitoring Equipment.** Deploying advanced sensors and monitoring systems will provide real-time data on traffic conditions, environmental factors, and infrastructure health.

FUNDING AND PARTNERSHIPS

Federal Funding

The U.S. Department of Transportation (USDOT) and the Federal Highway Administration (FHWA) provide several grant opportunities for mobility enhancement initiatives by cities that advance federal objectives. These grants are versatile and applicable across multiple phases of transportation projects, including planning, design, and construction.

Beyond the resources USDOT and FHWA provide, other federal funding grants are available that the City should continue to leverage, specifically for active transportation initiatives. To optimize the funding of future multimodal transportation projects, the City should consider applying for the grant and matching fund programs listed below. Matching fund grants and programs typically require that the City provide funds in addition to the grant award and meet a certain set of criteria. These opportunities should be reviewed and considered for application as the City works to improve its transportation system.

FHWA Grants

- Highway Safety Improvement Program (HSIP)
- Transportation Alternatives Set-Aside Program (TA)
- Advanced Transportation Technologies and Innovative Mobility
- Safe Streets and Roads for All
- Congestion Mitigation and Air Quality Improvement Program

USDOT

- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grants

State Funding

Richardson's transportation infrastructure greatly benefits from its partnership with TxDOT, which manages critical routes including US 75/Central Expressway and SH 190. The agency offers a variety of grant programs designed to supplement local funding or provide direct financial support for infrastructure projects.

Richardson should continue to pursue the TxDOT funding opportunities listed below to enhance and update its mobility network.

- Local Government Assistance Programs (City and County Roads)
- Traffic Safety Grants (funded by the National Highway Traffic Safety Administration and administered through TxDOT)
- State Infrastructure Bank
- Transportation Alternatives-Set Aside Program (funded by TxDOT, administered through NCTCOG)

Regional and County Funding

NCTCOG, Dallas County, and Collin County offer funding opportunities through local and regional implementation grants. NCTCOG manages the Transportation Alternatives Set-Aside Program funded by TxDOT. This program supports various projects, including on- and off-road pedestrian and bicycle facilities and multimodal connections to existing infrastructure. Notably, it includes Safe Routes to School (SRTS) projects, designed to significantly enhance safety and promote walking and biking as viable options for students traveling to school.

Additionally, Dallas County provides funding through the Major Capital Improvement Program (MCIP), which allows cities to submit project proposals for infrastructure improvements. MCIP supports roadway capacity, bicycle and pedestrian facilities, safety enhancements, and innovative mobility solutions to improve transportation across the county.

City Funding

Local funding mechanisms should be leveraged to support funding of transportation projects, and the City should continue to utilize the various funding programs in place, including Tax Increment Financing (TIF) funds, the Capital Improvements Program (CIP), and City bond programs such as the one approved in 2021.

Developer Contributions

Development projects may present opportunities to include developer contributions for the construction of streets, sidewalks, and trails.

Richardson has a strong history of partnering with developers and should continue to evaluate development opportunities to adapt adjacent roadways through Context-Sensitive Design to address changing mobility needs. Developer contributions may include, but are not limited to:

- **In-Lieu Fees.** A payment in place of achieving or exceeding various requirements, such as the construction of sidewalks, or trails, etc.
- **Traffic Impact Analyses (TIA).** A study to determine the potential traffic impact a proposed development may have on the existing roadway system. Impacts may be measured in terms of both financial burden and required physical/operational improvements.
- **Code Requirements and City/Developer Agreements.** Contributions that may be required through code regulations, TIA findings, or city/developer agreements. These contributions often involve the provision of infrastructure such as roads, sidewalks, bike lanes, or public spaces as part of the project approval process.

STAKEHOLDER INPUT

The top-ranked priority, identified as "very important" by respondents in an online survey conducted in October/November of 2023, was:

Securing funding and partnerships with agencies such as DART and TxDOT to improve traffic flow, enhance safety, and address air quality concerns.

Community Summit 2

ACTION ITEMS

The Action Items outlined in this chapter are strategically designed to advance Richardson's guiding principles by addressing the most critical aspects of the City's mobility needs. These actions focus on enhancing safety, improving multimodal connectivity, and fostering sustainable growth, ensuring that Richardson's transportation network effectively supports the City's long-term vision.

- **Engineering Standards for Complete Streets.** Revise the City's engineering standards to ensure that all streets are designed to accommodate multiple modes of transportation safely and efficiently.
- **Active Transportation Plan (ATP).** Continue to make improvements to the City's active transportation system to encourage the use of non-motorized transportation options and enhance overall mobility.
- **DART Coordination and Collaboration.** Encourage Local Transit Programs and Transit infrastructure improvements in Coordination with DART.
- **Crosswalk Policy.** Develop a comprehensive policy for the design, installation, maintenance, and enhancement of crosswalks across the city.
- **Neighborhood Traffic Calming Measures.** Review and update the *2008 Traffic Calming Policy* and implement in residential neighborhoods to reduce speeding and improve safety.
- **Travel Demand Management (TDM).** Encourage and support initiatives that reduce dependence on single-occupancy vehicles through travel demand management.
- **Transit Services and Transit-Oriented Development (TOD).** Collaborate with DART to align development projects with transit services, enhancing accessibility and connectivity.
- **Local, State, and Federal Funding.** Proactively seek funding opportunities from various governmental levels to support transportation projects in the city.
- **Access Management.** Encourage shared driveway access and evaluate access consolidation on major thoroughfares.
- **Safety.** Develop a citywide Safety Action Plan/Vision Zero and continue to monitor traffic collision data and implement necessary safety countermeasures to reduce accidents.
- **Road Reconfiguration.** Consider road reconfiguration on overbuilt streets and pursue recofiguration where appropriate.
- **Communication and Intelligent Transportation Systems (ITS) Master Plan.** Complete the Communication Master Plan followed by an ITS Master Plan.
- **Transportation Capital Improvements Program (CIP).** Continue to develop and maintain long-range capital improvement program for transporation infrastructure.
- **Regional Coordination of Plans, Policies, and Programs.** Participate in regional transportation system policies and programs to support the goals and objectives of NCTCOG's Metropolitan Transportation Plan 2045 and TxDOT's Long-Range Transportation Plan, including the coordination of short-term and long-term improvements to TxDOT Facilities.

CHAPTER 05

Community Facilities



Huffhines Recreation Center

For purposes of this plan, community facilities are the buildings and locations where the services of the City of Richardson and its community partners are provided to citizens and businesses. City Council meetings, permit issuance, court hearings, performing arts, police and fire operations, even swimming lessons take place at these facilities, which are also physical symbols—even local landmarks.

Feedback from the community indicated a desire for public facilities that are flexible, sustainable, and attractive and for managing the expenditure of City funds appropriately by maintaining buildings and structures in a safe and serviceable condition.

GUIDING PRINCIPLES

The Guiding Principles for this topic emphasize the need for facilities that serve the public well, function efficiently for those doing business with the City, and feel comfortable and accommodating to residents and employees.

- Protect the City's investment in buildings, structures, and equipment through proper, timely maintenance and replacement when necessary.
- Ensure that City facilities are adequate for maintaining and meeting the increasing demands for high-quality municipal services.
- Design, construct, and retrofit City buildings and facilities in a flexible manner to be accommodating to future uses, multiple purposes, and evolving needs and demands.
- Design and maintain City buildings and facilities in a manner that is appealing to employees as a workplace and welcoming to the public as a place to visit and conduct business.
- Develop and enhance partnerships with UTD, Dallas College – Richland Campus, and the Richardson and Plano school districts, local technical and training schools, and other education providers to support opportunities for high-quality Pre-K through Ph.D. learning and career training.
- Continue to implement programs and strategies that support Richardson's reputation as a safe community.
- Enhance security measures, including cyber security strategies, with controls to defend City assets from breaches, theft, unauthorized manipulation, and environmental threats and to protect the reliability and resiliency of municipal services.
- Nurture the City's relationship with healthcare institutions, including Methodist Richardson Medical Center and promote Richardson's access to excellent health care as a major asset to the local community and the region.
- Support area non-profits and faith-based organizations as they work to assist disadvantaged persons in meeting their daily needs.

STAKEHOLDER INPUT

In the opinion of participants at the Open Houses in October of 2023, the highest priority Community Facilities Guiding Principle was:

"Design and maintain City buildings and facilities in a manner that is appealing to employees as a workplace and welcoming to the public as a place to visit and conduct business."

Community Summit 2

94% of those who participated in small group discussions as part of a Meeting-in-a-Box activity had a positive opinion of City services and facilities today.

Community Summit 2

INVENTORY OF EXISTING COMMUNITY FACILITIES

Below is a list of City facilities—buildings, structures, and other physical improvements—that support the people who live, work, and visit in Richardson. A number of these facilities have been built, rebuilt, or renovated since the adoption of the *2009 Richardson Comprehensive Plan*. Map 5.1 on the following page is a map of the facilities listed below. The numbers correspond with the locations on the map.

ADMINISTRATIVE/LEGAL

1. City Hall
411 W. Arapaho Road
(permanent upon completion of reconstruction in 2027)

2. Municipal Court
2100 E. Campbell Road

3. City Hall (Temporary)
2360 Campbell Creek Boulevard
(temporary until 2027)

ARTS/CULTURE

4. Public Library
2360 Campbell Creek Boulevard (temporary until 2026); 900 Civic Center Drive (permanent upon completion of renovation in 2026)

5. Charles W. Eisemann Center for Performing Arts and Corporate Presentations
2351 Performance Drive

PUBLIC SAFETY

6. Police Headquarters
200 N. Greenville Avenue

6. Detention Center
140 N Greenville Avenue

7. Fire Training Center
1621 E. Lookout Drive

7. Emergency Operations Center
1621 E. Lookout Drive

8. Fire Station No. 1 / Fire Headquarters
300 N. Greenville Avenue

9. Fire Station No. 2
1009 N. Waterview Drive

10. Fire Station No. 3
500 W. Lookout Drive

11. Fire Station No. 4
1500 E. Apollo Road

12. Fire Station No. 5
2001 E. Renner Road

13. Fire Station No. 6
3591 Park Vista Drive

INNOVATION/COLLABORATION

14. Richardson IQHQ®
1302 E. Collins Boulevard

RECREATION*

15. Heights Recreation Center
711 W. Arapaho Road

15. Heights Family Aquatic Center
709 W. Arapaho Road

16. Canyon Creek Pool
600 Aspenwood Drive

17. Huffhines Recreation Center
200 N. Plano Road

18. Cottonwood Pool
1321 W. Belt Line Road

19. Richardson Senior Center
820 W. Arapaho Road

20. Glenville Pool
500 S. Glenville Drive

21. Gymnastics Center
300 E. Arapaho Road

22. Sherrill Park Golf Course
2001 E. Lookout Drive

23. Terrace Pool
300 N. Lois Lane

24. Huffhines Tennis Center
1601 Syracuse Drive

25. Richardson Woman's Club
2005 North Cliffe Drive

UTILITIES/PUBLIC SERVICES

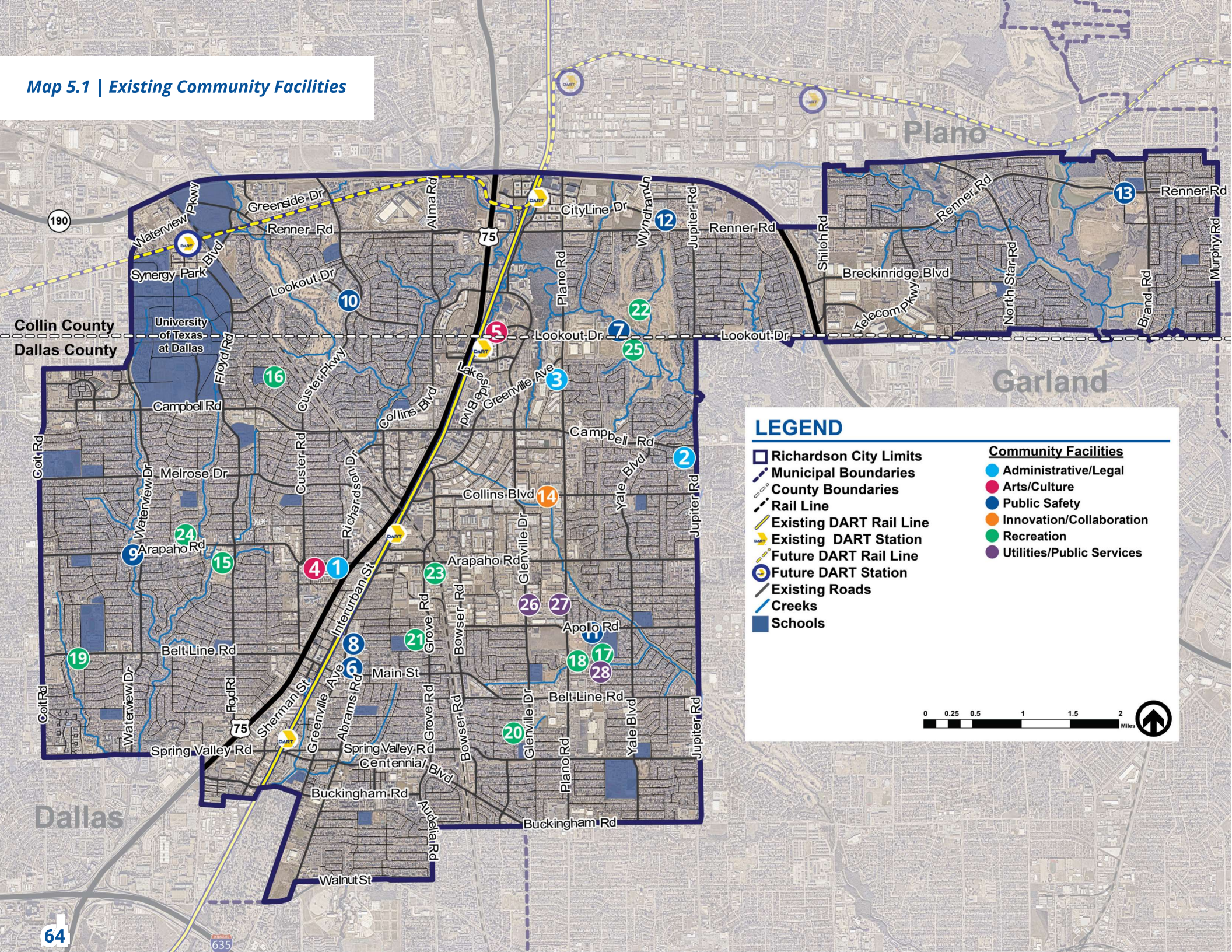
26. Service Center
1260 Columbia Drive

27. Animal Shelter
1330 Columbia Drive

28. Greenhouse/Office
405 N. St. Johns Drive

** Note: Other types of recreation facilities are addressed separately in Chapter 8 of this plan.*

Map 5.1 | Existing Community Facilities



CURRENT FACILITIES PLANNING AND CONSTRUCTION ACTIVITIES

The City of Richardson engages in capital improvement planning on an ongoing basis to remain as prepared as possible for both the expected and unexpected challenges of protecting its investments in facilities and infrastructure. There are several capital projects under construction as the *Envision Richardson* plan is being developed.

City Hall and the Richardson Public Library

A new City Hall facility is currently under construction. In August of 2022, City Hall sustained fire and smoke damage to such an extent that reconstruction was only marginally more costly than repairing and implementing a previously planned renovation of the structure. The building, originally opened in 1980, had become less functional over the years as the number of staff increased, customer interactions evolved and issues such as accessibility, security, and energy efficiency were more of a concern.

Before the fire, in 2021, the voters of Richardson approved the sale of bonds for significant renovations to City Hall. In 2023, voters approved a second bond to allow the construction of a new City Hall. The modern and more efficient structure will better embody Richardson's quality, character, and needs now and for the foreseeable future. The guiding principles for the City Hall design process reflect the community's desire for a "welcoming, safe, and sustainable campus and facility" that "celebrates Richardson's past and looks towards the future."



Concept Plan for the Municipal Campus

Based on several community input sessions, building characteristics important to the public will include:

- A safe and welcoming environment
- Sustainability features such as energy efficient lighting, a high-performance building envelope, smart building technology and possibly a rainwater recapture system for site irrigation if it is determined to be cost-effective
- Modern, timeless architecture using masonry, glass, and natural materials
- Better compatibility with the Library
- A more prominent Council Chamber
- Clear entry points and destination signage
- The use of locally sourced and sustainable materials for the building and its furnishings

The new structure will be on the same site as the former City Hall, in a location closer to the Arapaho Road/Central Expressway intersection for better visibility and to signify the building's importance.

The building will be three stories comprised of approximately 100,000 square feet. The new building will centralize customer interactions in a convenient location on the first floor, accommodate staffing needs anticipated for the next twenty years, and house updated spaces for City Council meetings and other important public meetings and events.

Site improvements have been developed based on an extensive public input process that indicated the community's desire for:

- A more pedestrian- and bike-friendly campus
- Preservation of the existing trees and fountain
- Continued use of the site as a place for community gatherings and activities
- Shade, native/drought-tolerant plantings, and open lawn areas
- Intuitive navigation and wayfinding

In addition to improving the public's experience during City Hall interactions, the expectation is that an enhanced City Hall and municipal campus will catalyze additional development, possibly elsewhere on the campus but also in the nearby area (see Chapter 10, West Arapaho Enhancement Area)

The Richardson Public Library, the most-used facility in the city, is undergoing extensive upgrades on all floors and the building exterior with funding approved in the 2021 Bond Program. The updated Library will gain 6,000 square feet of additional space and include a relocated entrance on the southeast corner of the building to provide better connectivity to the fountain plaza and future City Hall. Other enhancements will include expanded meeting rooms, a dedicated maker space, larger children's area and enhanced storytelling room, dedicated teen area, consolidated administrative spaces for staff, and a drive-up book drop.

As work on both buildings proceeds, City Hall and Library functions have temporarily been relocated to leased space on Campbell Creek Boulevard at Greenville Ave. Occupancy of City Hall is scheduled for 2027. Move-in at the Library is set for 2026.



New City Hall Exterior



Renovated Library Exterior



Renovated Library Interior

Other Facilities Under Construction

Several other facilities are undergoing major renovations as of Fall 2024. These projects involve upgrades and expansions and are being funded through a variety of sources.

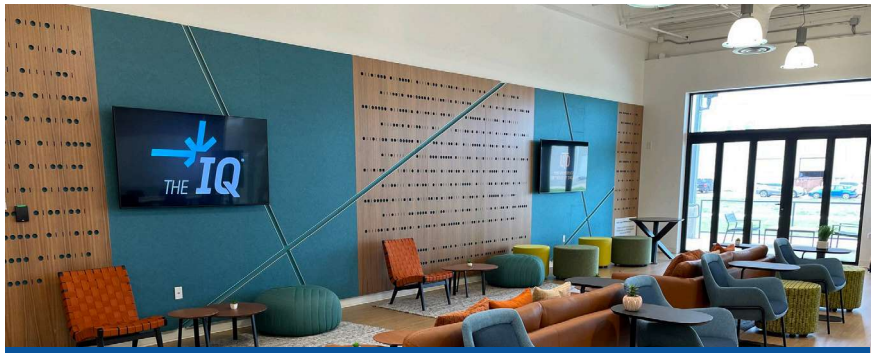
Figure 5.1 | Facilities Under Construction

Facility	Project Description	Estimated Construction Completion	Primary Funding Source
Animal Shelter	• Expansion, relocation, and enhancement of the building's entrance for better visibility and accessibility • Reconfigurations, upgrades, and additions to the reception area, staff spaces, and restrooms • Fire suppression and alarm system additions and upgrades • Installation of an emergency generator	First Quarter 2025	2021 Bond Program
Fire Station No. 5	• Additional sleeping quarters, restrooms, and fitness area for fire personnel • Dedicated gear storage space • Upgrade of the emergency generator • Conversion of the pond in front of the building to a bioswale	Second Quarter 2025	2021 Bond Program
Sherrill Park Golf Course	• Drainage improvements • Work on tees, bunkers, greens, fairways, and creek banks to improve playability • Turf and vegetation improvements • Restroom and pump house equipment upgrades	Fourth Quarter 2024	Certificates of Obligation

PLANNING AND FUNDING FUTURE COMMUNITY FACILITIES

The construction and improvement of municipal buildings and structures requires major commitments of City funds. These projects also require time for advance planning and design and are typically financed through the sale of bonds approved by the voters. Richardson stakeholders recognize that there will be a need for investments in community facilities in the future. There is a strong desire for these facilities to be energy efficient, flexible, and sustainable in general. Below are potential facility needs that have been identified for future consideration:

- Station and service improvements based on the results of the Fire Services Master Plan, scheduled for completion in 2024
- New facilities or facility modifications identified in the Aquatics Master Plan, due to be completed in 2024
- Facilities to serve the Breckinridge area, currently under assessment



Richardson IQ® HQ Interior

The Richardson community is supportive of the use of cost-effective green building techniques in the construction and renovation of community facilities. Green building applies sustainable practices and technologies to the design, construction, operation, and maintenance of manmade structures. This could include, among other techniques and technologies, the use of durable, sustainably sourced building materials in the design and construction process, the installation of efficient systems and equipment to conserve water, energy, and other resources and reduce waste during operations, and the preservation of clean air and a generally healthy environment within and surrounding a building once it is occupied. The goal of green building is to minimize the impacts of a structure on the environment throughout its life cycle.

SUSTAINABILITY

The goal of green building is to minimize the impacts of a structure on the environment throughout its life cycle by applying techniques, technologies, and practices that:

Use energy, water, and other resources efficiently and cost-effectively

Reduce pollution, waste, and damage to the environment

Protect the health and well-being of people using and occupying a building and the area around it



Police Headquarters



Fire Station No. 1 / Fire Headquarters

SAFETY AND SECURITY

Among the most important aspects of a community's quality of life is the feeling of safety and security experienced by the people who live, work, and visit there.

Building Security

Stakeholder input from the Community Summits indicated a desire for safe and secure municipal buildings, structures, and other City assets. One method for improving the security of City buildings and structures is "hardening", which is the use of structural features and technologies to minimize the opportunity for security breaches and to ensure, to the extent possible, that buildings withstand damage in the event of fire, storms, or other disasters.

The process could involve the installation of physical barriers, fire suppression systems, back-up utilities, security cameras, and other improvements. Features of this type should be part of the design of new buildings and should be added to existing facilities where possible. Richardson's Facilities Department is currently working on a generator master plan to address many of the system redundancy needs of existing City facilities. Security camera upgrades and access control improvements have already been made.

Cyber Security

Securing the City's technology assets to minimize the potential for data incursions and cyberattacks is important to all users of Richardson's digital systems. Keeping municipal technology up to date, implementing a strategy for access management, monitoring attempts at data incursions, and using best practices to manage other vulnerabilities are all required to maintain municipal operations and protect users and their data. The City continuously looks for opportunities to mature its cyber security efforts and to maintain a user base that is always vigilant.

Emergency Services

Richardson citizens express great confidence in their Police Department and Fire Department and have seen the work of the Office of Emergency Management in response to extreme weather events. It is the philosophy of all three departments to focus on prevention and preparedness as the best ways to maintain safety, security, and resiliency.

Significant investments have been made in facilities and equipment to support emergency personnel in the performance of their jobs, including the construction and renovations of all fire stations, construction of the Fire Training Center and Office of Emergency Management, and significant improvements to the Public Safety Complex (the Police and Fire Headquarters buildings at Greenville Avenue and Main Street).



Aerial of UTD Campus


Methodist Richardson Medical Center

COMMUNITY PARTNERSHIPS

Richardson is fortunate to have a variety of dedicated local partners and organizations who work in both traditional and innovative ways to offer essential services to community members. Several of these vital partners are in the education, healthcare, and nonprofit sectors.

Educational Institutions

Education helps individuals develop the knowledge and skills that allow them to achieve their potential and become capable and contributing members of society. The range of educational resources in Richardson allows its citizens to engage in learning activities at all stages of life. Each of these entities is responsible for constructing and maintaining its own facilities.

Two organizations provide primary and secondary public education (pre-K through grade 12) to Richardson students—Richardson Independent School District (RISD) in the Dallas County portion of the city and Plano Independent School District (PISD) in the Collin County portion. There are also private schools for these grade levels, many affiliated with religious organizations.

For a variety of reasons, including Richardson's aging population, rising property values, and an increase in private alternatives, there has been a decline in enrollment in both school districts. RISD and PISD regularly assess their facility usage and have adjusted their facilities in response. This can be seen in RISD's transition to a middle school model and through strategic campus closures and school consolidations.

Two colleges—Dallas College Richland Campus and Collin College Plano Campus—are located outside the city limits but accessible to Richardson residents. Dallas College Richland Campus is a two-year college offering more than 100 majors. Collin College Plano Campus offers more than 200 degree and certificate programs, including bachelor's degrees. The colleges also offer career training, continuing education, collaborations with area high schools and employers, and in-person and online learning opportunities.

The University of Texas at Dallas (UT Dallas) in northwest Richardson was founded as the Graduate Research Center of the Southwest in 1961 and became the University of Texas at Dallas in 1969. The State of Texas allowed junior and sophomore students to begin enrolling in 1975 and freshman and sophomore students in 1990. Since 2003, all grade levels have been admitted and the University has grown substantially. Today, UTD is a top-tier national research institution with recent enrollment of more than 31,000 students in all its programs. It offers more than 140 undergraduate and graduate degree programs.

Growth in UTD's enrollment has required changes to the campus, including the addition of classroom buildings, research space, additional parking, and student housing. There have also been landscaping, aesthetic, and pedestrian enhancements for better accessibility and clearer identity. The University has been involved in significant planning efforts for future improvements to the school grounds as well as property owned by the University between the campus and Bush Turnpike. The campus master plan, updated in 2018, shows a large academic core surrounded by research space, athletic and recreation areas, an arts village, academic support space, a mixed-use project (Northside), and a transit-oriented development which will be located at DART's UT Dallas Station adjacent to the future Silver Line. The rail line will provide service between Plano and DFW Airport by mid-2026. Upon its completion, UT Dallas will be the only university in North Texas served directly by rail access.

The University is also a partner with the City in the Richardson Innovation Quarter® Headquarters on Collins Boulevard, which is home to the City's Office of Strategic Initiatives, an extension of the UT Dallas Venture Development Center, and five research hubs within the new Center for Emergent Novel Technology at the Innovation Quarter (CENT-IQ).

Healthcare Providers

Healthcare institutions strive to deliver quality, innovative health and wellness services to the individuals they serve. A metropolitan area such as Dallas/Fort Worth gives Richardson residents access to an abundance of high-quality healthcare services and facilities and thousands of skilled practitioners.

The flagship healthcare facility in the city is Methodist Richardson Medical Center (MRMC), a full-service, acute care facility, which has its main campus at Renner Road and Bush Turnpike. It includes inpatient beds, emergency room services, and medical offices. Additional facilities include a smaller location with inpatient, trauma, and emergency room services and medical office buildings on Campbell Road west of Central Expressway. Smaller acute care clinics are located at the Network of Community Ministries building on East Collins Boulevard and at the Richardson Senior Center on West Arapaho Road. In total, MRMC has nearly 400 licensed beds, all but about 50 of them at the Bush campus; each bed is in a private room. The hospital currently has affiliations with more than 700 physicians and offers a variety of standard and specialized health services convenient to residents in Richardson, Garland, Plano, Murphy, Sachse, and other cities in Dallas and Collin counties.

In addition to MRMC, other major healthcare organizations with a presence in Richardson include UT Southwestern Medical Center at Richardson/Plano, across Synergy Park Boulevard from UT Dallas, where a variety of specialty outpatient services are available, and Baylor Scott & White, which operates a physical therapy clinic on Collins Boulevard south of Campbell Road. There are also a number of urgent care and emergency clinics, outpatient surgical facilities, and other full-service hospitals in and near Richardson.

Nonprofit, Charitable, and Civic Organizations

Many people and organizations contribute time and resources to help their Richardson neighbors in need. Important partners in this work include individuals, religious organizations, local businesses and corporations, charitable foundations, civic clubs, cultural groups, and public entities such as the Richardson and Plano school districts and the City of Richardson.

The most all-encompassing service organization in the city is the Network of Community Ministries (Network) on Collins Boulevard and International Parkway. Assistance is available to residents of the 14 zip codes that include all of Richardson (both RISD and PISD) and parts of Dallas, Plano, and Garland within the school districts' boundaries. Network, a non-denominational 501(c)(3) organization founded in 1985 by a group of churches, offers an array of essential wraparound services aimed at helping individuals gain or regain stability, including:

- Assistance with food, clothing, housing costs, and utilities
- Career counseling and classes in GED test preparation, English as a Second Language, and computer and interviewing skills
- Benefits assistance
- Limited medical and mental health services
- Social and other programs for seniors and children
- FEMA Disaster Recovery services (as needed)

Nearly half of the financial support for Network's programs comes from individuals. Stakeholders and corporations provide an additional 30%, and the remainder comes from government, fundraising events, foundations, and other contributions. Over 90% of the funds earned from all sources go towards Network's programs and services, according to their 2022-2023 annual report.

The Counseling Place, a nonprofit victims' assistance organization located in Richardson, has been offering therapy and advocacy services to individuals and first responders who have been victimized by crime or other traumatic events for more than three decades.

These services are available to people living, working, or studying in Richardson, often by referral of the Richardson Police Department. The Counseling Place also provides drug awareness classes and a Juvenile First Offender Program for children and adolescents. Services are available free of charge or on a sliding scale basis.

The Richardson Adult Literacy Center, also founded more than 30 years ago, is an in-person and online resource for classes in English as a Second Language (ESL), citizenship test preparation, workforce readiness, and conversation practice. The goal of the program is to help adult language learners improve themselves and the lives of the families by preparing them for employment, schoolwork and other activities with their children, and giving them the confidence to become more involved and feel more at-home in the community.

Besides working with Network, the City collaborates with individuals and organizations who provide support for recreational and cultural amenities such as the Wildflower! Arts and Music Festival, Cottonwood Art Festival, Huffhines Harvest Fest, the annual Corporate Challenge event (an Olympic-style competition between Richardson employers and employees that serves as a fundraiser for the Special Olympics), Eisemann Center events, and many other programs and activities that make Richardson a more active, interesting, and engaging place. These groups also perform charitable and educational work, civic activities, and service projects throughout the community independent of the City.



Network Volunteers at Food Drive

ACTION ITEMS

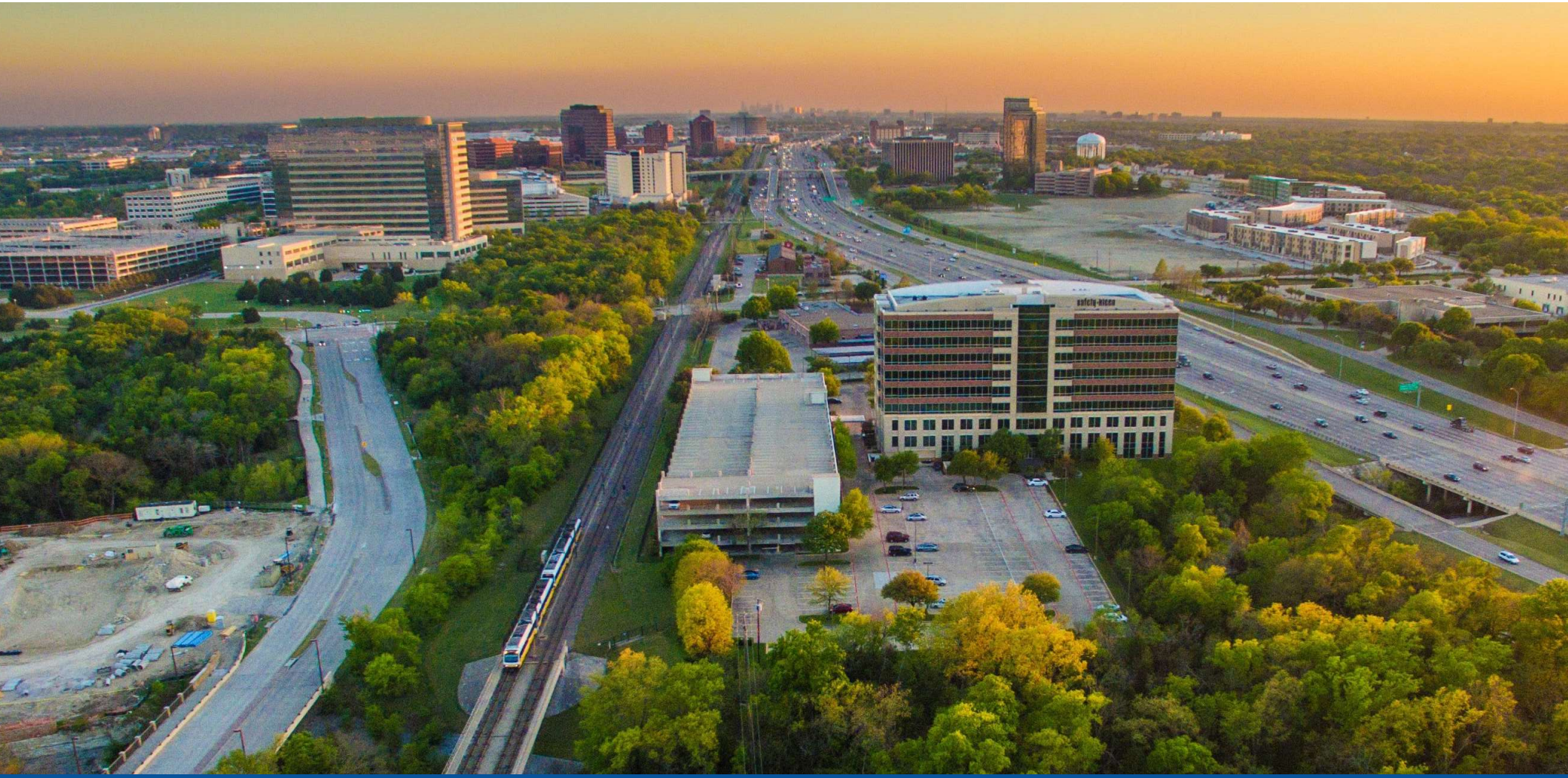
The majority of the Action Items for this plan element pertain to investments in existing or future municipal facilities.

- **Capital Improvements Plan.** Continue to develop, implement, monitor, and update the City's Capital Improvements Plan by prioritizing, budgeting, and scheduling the construction and maintenance of community facilities and other infrastructure.
- **Community/Public Facilities Master Plan.** Create a detailed Public Facilities Master Plan that includes an assessment of current facilities and future needs.
- **Maintenance.** Maintain all City facilities appropriately to preserve their safety, functionality, longevity, and appeal.
- **City Hall and Library.** Complete construction on the City Hall building and campus and the renovation of the Richardson Public Library to reinstate the important services they provide in their permanent locations.
- **Other Community Facilities.** Complete the renovation of the Animal Shelter, Fire Station No. 5, and Sherrill Park Golf Course as planned.
- **Green Building.** Apply green building techniques to the design, building, and operation of City facilities for better energy and cost efficiency and to reduce environmental impacts.
- **Security.** Evaluate building and cyber security needs and incorporate the necessary changes to technology and municipal structures for the protection of citizens, employees, data, and City assets.
- **Partnerships.** Support and enhance collaborations with partner agencies and organizations that help to fulfill the essential daily needs of Richardson residents and commercial users.
- **Flexibility.** Incorporate flexible spaces and features into the design and retrofitting of City buildings and systems for improved functionality and efficiency.
- **Visual Appeal and User Comfort.** Include aesthetics and user comfort as considerations in the design and finish-out of interior and exterior spaces in community facilities for the benefit and enjoyment of the public and the people who work and do business in them.
- **Public Art.** Consider incorporating public art, where appropriate, in City buildings and gathering spaces to instill civic pride and create distinctive civic places.
- **Public Input.** Provide opportunities for community input on plans for City buildings and facilities that are expected to experience significant public use.
- **Fire Services Master Plan.** Begin implementation of the Fire Services Master Plan to ensure a high level of service and the desired response times.
- **Police Department Assessment.** Conduct a Staffing and Services Assessment that incorporates *Envision Richardson's* growth and land use assumptions to ensure that the Polce Department is prepared to maitain the high quality of services it provides to the Richardson community.

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CHAPTER 06

Community Infrastructure



US 75 and Renner Looking South

This *Envision Richardson* chapter contains a summary of the community's existing infrastructure system and some of the recent initiatives the City has been pursuing. It also discusses the important collaborations that will be help the City achieve the goals and vision of the plan. Infrastructure is the core group of services that support Richardson residents and businesses, including streets and sidewalks, water, storm and sanitary sewers, and solid waste management. Electricity, natural gas, and telecommunications services are provided by utility companies that have franchise agreements with the City; Dallas Area Rapid Transit (DART) operates the transit system that services Richardson. The maintenance and upgrade of this infrastructure by all of the organizations involved in the provision of these services will be crucial to achieving the vision in the plan. As the infrastructure ages beyond its serviceable life, it is also important to have a plan in place for the reconstruction of these critical assets so that they can continue to provide the services necessary for Richardson citizens and businesses. Input from the community during the planning process indicated a desire for infrastructure that is safe, reliable, and available to all areas of the community equally, and for the City to continue to work with partner agencies to provide a high level of mobility options and water, wastewater, and solid waste services. In addition, stakeholders would like to promote Richardson's image and identity through attractive entry features where arterial roadways intersect with city boundaries, where there are views of the city from elevated roadways, and with enhanced design features in streets and median.

GUIDING PRINCIPLES

The following Guiding Principles were established through the *Envision Richardson* process to provide direction as the City strives to achieve its Community Infrastructure goals. These principles were developed from input from City departments, stakeholders, and comments from participants throughout the Community Summits. They focus on the maintenance and improvement of the infrastructure that will be necessary to achieve the community's vision.

- Maintain/Upgrade aging infrastructure to safeguard the quality of life in Richardson and promote economic development.
- Promote Richardson's identity at entry points, along major corridors, and at key views into the city.
- Work cooperatively with regional agencies to ensure sufficient water supply and adequate wastewater treatment and solid waste capacity.
- Explore smart technologies to allow for better resource and infrastructure management.

STAKEHOLDER INPUT

Two of the highest priority Guiding Principles among the 60 presented to participants at the October 2023 Open Houses addressed infrastructure:

Work cooperatively with regional agencies to ensure sufficient water supply and adequate wastewater treatment and solid waste capacity. (Priority 1)

Maintain/Upgrade aging infrastructure to safeguard the quality of life in Richardson and promote economic development. (Priority 5)

Community Summit 2

OVERVIEW

Community infrastructure such as streets, utilities, and solid waste services is the backbone of a city and is crucial to the support of public health, safety, and continued growth. Because the maintenance, repair, and replacement of a community's infrastructure assets represents a long-term, capital-intensive investment for the City, it is essential that there is a system in place with the necessary tools for tracking the age, location, type, and condition of these facilities so that they continue to function as required. Infrastructure asset management systems are available through a variety of technology providers and allow the City to maintain and repair assets, but also make informed decisions and mitigate risks.

Richardson has developed a Capital Projects Tracker to provide information to residents, businesses, and other stakeholders regarding the status and cost of the City's capital projects as well as contact information if there are questions. This tool provides transparency by allowing interested persons to stay informed about important public projects that affect them and to filter the available information by bond program year (2015, 2021), project type (Alley, Drainage/Erosion, Park, Traffic, etc.), or project status. It is also allows the City to monitor these projects to ensure that they are being managed optimally.

Infrastructure is also an integral part of a sustainable and resilient city. It impacts the environment, the economy, and the population's well-being in ways that might not be readily apparent. For example:

- **Environment.** Proper practices for the collection and disposal of solid waste and recyclable and hazardous materials can have a significant impact on reducing soil and water contamination and saving landfill space. An efficient multi-modal transportation system can help reduce air pollution by decreasing vehicle idling times and offering options other than motorized transport to travelers.
- **Economy.** The availability of dependable, high-quality public services and transportation options is an important ingredient in a city's business attraction and retention strategy. Employees in local businesses contribute to the economy by visiting shops and restaurants in the community.
- **Well-being.** Access to sidewalks and trails encourages people to take part in walking, cycling, and other types of physical activity. These activities also promote social connection and inclusion among community members.

Maintaining the City's infrastructure is a priority for Richardson stakeholders and one that requires considerable planning, funding, and monitoring. In a community where much of the infrastructure is decades old, it is important to monitor the condition of the City's transportation and utility systems on a continuous basis to ensure that they are reliable in normal times and when challenges arise. Richardson can continue to take advantage of technology and invest in asset management software that can improve planning, maintenance, and capital programs and be used as a tool for the management and archiving of maintenance contracts and services agreements. It allows the City to integrate data and analytics in real time, which informs the evaluation and decision-making processes. Asset management information can also be used in conjunction with various master plans that Richardson has conducted to better determine priorities in its capital improvement and maintenance programs. (See discussion of the City's 24/7 system, a partial solution, later in the chapter)

PARTNERSHIPS

Partnerships will be very important to achieving *Envision Richardson*'s vision and goals, and public and quasi-public agencies will be particularly crucial to the decisions made, the funding allocated, and the actual provision of the infrastructure. The City of Richardson works with a variety of these partners—Dallas and Collin Counties, the North Central Texas Council of Governments (NCTCOG), the North Texas Municipal Water District (NTMWD), and the Dallas Area Rapid Transit (DART) as well as various departments of the state and federal government. These agencies, whose roles are described below, are long-standing partners of the City and continue to work as collaborators in the provision of services and improvements that benefit the entire Richardson community.

Dallas and Collin Counties

Dallas County has implemented a Major Capital Improvement Program (MCIP) as an approach to funding infrastructure improvements throughout the county, including in the Dallas County portion of Richardson. As opposed to the traditional bond-financing option, the MCIP introduces a flexible, multi-year cycle that allows for funding towards infrastructure projects to be paid over time based on the phase of implementation throughout the life cycle of the project. In 2019, the County's 7th Call for Projects was authorized by the Commissioners Court, allowing cities to apply for funding in Fiscal Years 2022–2025 in categories such as safety, roadway capacity and connectivity improvements, bicycle/pedestrian improvements, and innovative/alternative mobility solutions. The City of Richardson has entered into various "Project Specific Agreements" as a result of the MCIP Master Agreement with Dallas County. Project Specific Agreements between the City of Richardson and Dallas County include:

- Transportation improvements on Glenville Drive, from Arapaho Road to Campbell Road
- Transportation improvements on Main Street/Belt Line Road, from Interurban Road to US 75

In November 2023, Collin County voters approved a bond package that will provide $380 million for road improvements and $22.45 million for park and open space projects. The focus of road projects identified through the bond package are expected to include rebuilding County roads that are projected to be overloaded, developing regional corridor roadways, and improving city thoroughfares. As a result of this focus on rapidly-growing and evolving portions of the County, roadway projects identified tend to focus on the northern, less developed portion of the County opposed to the well-established roadway network present in Richardson.

Dallas Area Rapid Transit

As discussed previously in Chapter 4, Dallas Area Rapid Transit (DART) offers a variety of transportation options to and through Richardson, including light rail service on the existing Red Line and the future Silver Line (currently under construction) and bus service throughout the city, including in the UTD campus area. They also provide ridesharing services through the on-demand GoLink program, which provides curb-to-curb shuttles within specified zones. Richardson is served by two GoLink zones, with one in the northeastern portion of the city and one in the central portion. Paratransit is also available, which is a shared-ride service that uses vehicles equipped with extra accessibility features such as boarding chairs and wheelchair lifts or ramps.

The City is partnering with DART to develop a 26-mile regional rail service that will provide connections across cities in the northern portion of the Metroplex—Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson, and Plano. This service, called the Silver Line, is expected to be available for passengers by mid-2026. The two Silver Line stations that will serve Richardson include the CityLine/Bush Station and the UT Dallas Station. Each is projected to make significant pedestrian connections and carry more than 1,200 daily riders by 2040.

Richardson has significant history examining the potential for development and redevelopment near the city's five DART rail stations, spanning back to a time before service was even provided. These efforts led the agency to create a set of development guidelines intended to encourage sustainable, pedestrian-friendly environments with enhanced connectivity near rail stations. The City's focus on planning for sustainable development and investment in these areas is evidenced through its partnership with the University of Texas at Dallas on a land use study for the future UT Dallas transit station along the under construction Silver Line. DART is also willing to partner with developers where there are catalytic opportunities involving privately-held properties within close proximity to their station.

DART's Strategic Plan*, Point B: A New Vision for Mobility in North Texas*, was adopted in June 2024. The plan serves as a guide for achieving the five-year vision and goals outlined in the report. The agency acknowledges that this will require "making time for new initiatives while also focusing on continuous improvement." The goal identified throughout the report is for the agency to move from being a service that people sometimes use, to a valued regional economic and mobility asset. DART seeks to accomplish this through mode shift (a change in travel modes), improved last-mile connections, and stronger partnerships. The City is actively represented on DART boards and participates in and hosts meetings. Elected officials and Transportation and Mobility Department staff are also highly invested in building cooperation and support for DART's valuable services.

North Texas Municipal Water District

The North Texas Municipal Water District (NTMWD) provides a trio of essential services—wholesale water, wastewater, and solid waste management—to over 2 million residents in the North Dallas area, including the City of Richardson. Richardson joined the consortium in 1973 and is currently one of 13 member cities. NTMWD supplies high-quality potable water to Richardson residents and businesses. Because of its high standards and the rigorous monitoring and testing procedures of both the agency and the City, Richardson's water supply meets all of the applicable standards for drinking water and has achieved a "Superior" rating from the Texas Commission on Environmental Quality (TCEQ). In addition to providing potable water, NTMWD shares one of two pump station sites with the City of Richardson where water is delivered to Richardson customers. The sanitary sewer pipelines ultimately carry the wastewater flow to treatment plants that are owned and operated by NTMWD, Dallas Water Utilities, and Garland.

The agency also operates numerous lift stations throughout the city that collect wastewater from the City's system and convey it to either the Rowlett Creek Wastewater Treatment Plant or the Floyd Branch Wastewater Treatment Plant and provides crucial solid waste services to the community through the operation of the Lookout Transfer Station in Richardson and the 121 Regional Disposal Facility in McKinney. This partnership is instrumental in serving the stakeholders of Richardson with the critical infrastructure required to protect the public health, safety, and welfare. Richardson has two representatives on the NTMWD Board. NTMWD provides briefings to the City Council and their respective staff members work together closely and regularly to address issues of mutual interest.

North Central Texas Council of Governments

The North Central Texas Council of Governments (NCTCOG) is an association of local governments working towards improvements in regional planning through collaborative decision-making and identifying opportunities for regional improvements throughout the 16-county North Central Texas region. The City of Richardson has benefited from multiple NCTCOG-funded projects and initiatives, including major roadway asset optimization improvements along US 75 to address bottlenecks within the corridor. NCTCOG has also funded several miles of off-street shared-use paths throughout the city, with additional funding anticipated in the future, and is participating in the funding of the DART Silver Line regional rail service. The City is represented on the Executive Board and on various committees associated with NCTCOG.

CAPITAL IMPROVEMENT PROGRAM

A Capital Improvement Program (CIP) outlines the major improvements a city is planning for its infrastructure and facilities over a defined period of time—streets, sidewalks, trails, water/wastewater, storm sewer, and solid waste projects. The CIP connects projects to the vision of a comprehensive plan. CIP-related decisions are important because capital improvement projects are generally large and expensive, and the assets they create will likely be required for decades of public use. Development of Richardson's CIP projects includes identifying, prioritizing, and locating funding for the needed projects.

Capital projects generally take multiple years to complete, and can often require special funding sources such as a Bond Program to supplement contributions from the City's Operating Budget. Historically, bond elections have been held in Richardson approximately every five years—for example, in 2006, 2010, 2015, 2021, and most recently 2023, due to the unexpected City Hall fire. In preparation for the 2021 Bond Election, potential projects were studied for more than a year and prioritized by City departments and community stakeholders before the final selection of propositions was made.

The bonds received to pay for projects are typically sold over a five-year period of time, during which staff tracks the implementation of the program and presents an annual implementation plan to City Council for approval. The CIP is updated on an annual basis to build on the multi-year infrastructure maintenance strategies the City uses.

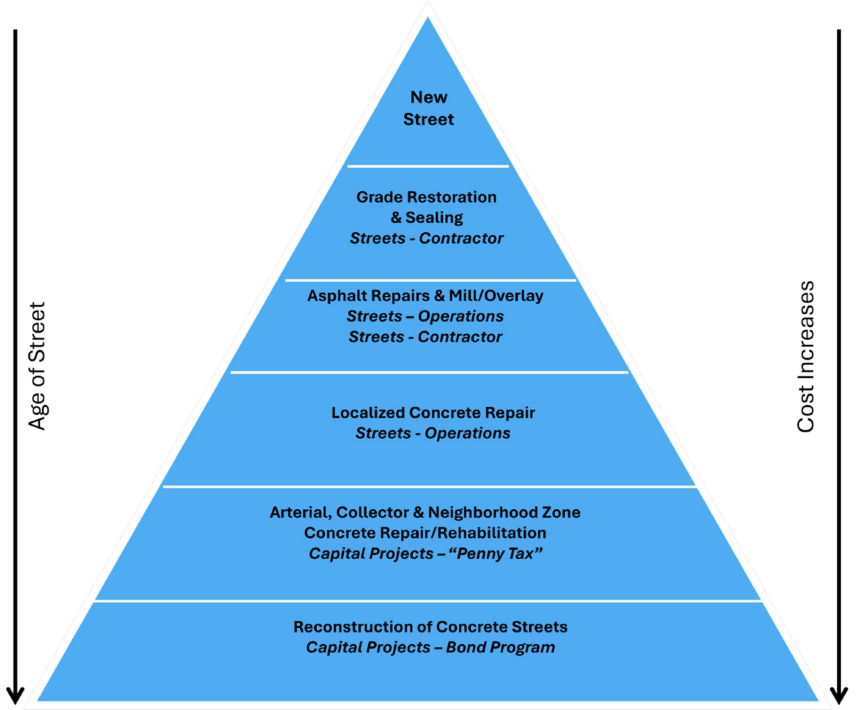
SUSTAINABILITY

Dependable, high-quality public infrastructure plays a crucial role in maintaining a sustainable city by protecting the environment, supporting the economy, and promoting the population's well-being.

Streets and Alleys

Richardson maintains and constructs it streets and alleys through Annual Maintenance Programs and Capital Improvement Program. Appropriate strategies for street maintenance are determined by the condition of the street in question, as outlined in the image below. As infrastructure ages and community needs evolve, maintenance and capital programs and priorities must be adjusted to respond accordingly. In some instances where maintenance cannot adequately address the issue, full reconstruction may be required to replace an aging roadway or alley. Streets typically have a life cycle of 25 to 30 years, and many of Richardson's streets were built in the 1980s to 1990s or have exceeded the end of their expected life; therefore, many streets throughout the city are approaching the point where there is a need for reconstruction. Because Richardson is a community with a transportation network that is nearly built-out, although many of the city's arterials function as regional roadways, most future projects that are not maintenance-related are expected to consist of roadway and intersection capacity improvements (right-turn lanes, dual left-turn lanes, etc.), travel demand management strategies, and promoting alternative modes of travel rather than wholesale expansion of existing facilities.

Figure 6.1 | Street Maintenance Cycle



In general, the older the street, the more extensive and more costly the maintenance requirement is likely to be. Proposition A of the 2021 Bond Election proposed funding of concrete and asphalt-covered concrete street reconstruction for high-need arterial streets, collector streets, neighborhood collector streets, commercial streets, residential streets, and alleys throughout Richardson. In addition, funding was proposed to improve and enhance the City's traffic signal system and signage. The significant costs associated with the reconstruction of concrete streets and concrete repair/rehabilitation are more likely to require bond funding, which is subject to voter approval, as opposed to General Fund dollars. During the reconstruction phase of a roadway project, there is also an opportunity to improve the aesthetics of a facility through landscaping, wayfinding, identity signage, or other improvements that promote Richardson's image along major corridors, especially at entry points and key views into the city.

Projects such as localized concrete and asphalt repair, grade restoration, and pavement sealing tend to be covered by the Annual Maintenance Program as an operational expense. These projects often involve the repair of localized and targeted segments of the road, restoring or improving the functionality and aesthetics of the street, and protecting the surface from further degradation. In addition to providing maintenance services, the Street Division is responsible for the minor construction in cases involving alley, curb, and street failures.

In some instances, new street connections will be necessary to support development or redevelopment activity. In a nearly built-out city like Richardson, the effects of the construction of new roads are often assessed and accounted for in a Traffic Impact Analysis (TIA) for a proposed project. The TIA allows the City to understand the greater implications of the development itself as well as the associated impacts on existing roadways. The results of the TIA will include recommended roadway improvements that may be necessary to accommodate changes in traffic patterns and demand attributable to the proposed development. These results are critical to the City's consideration of the fiscal, operational, and environmental of a proposal.

The City has a cost-sharing policy for the construction of new streets which requires the developer to fund most, if not all, of the cost for streets that primarily serve the adjacent properties (such as local streets) but allows the cost to be shared with the City for streets that carry traffic that is not generated by the adjacent land uses (such as arterial roadways).

Sidewalks, Trails, and Bike Lanes

Active transportation involves human-powered modes of travel that engage people in healthy physical activity as they move from place to place. Sidewalks, trails, and bike lanes accommodate travelers who want to use active modes of travel to reach their destinations. Walking and cycling or using strollers, wheelchairs/mobility devices, or micro-mobility options (electric scooters, skateboarding, roller-blading) are examples of active transportation. There are a multitude of advantages to individuals and sustainability outcomes for the community when active modes rather than motorized transport are chosen by travelers. Among them are health benefits, reduced commute times and vehicle wear-and-tear, and less traffic congestion and air pollution. Active transportation modes can also be combined with modes such as transit to make each trip even more efficient and sustainable.

The City recognizes that creating a more comprehensive network requires a new strategic planning effort. The 2023 *Active Transportation Plan* (ATP), which discusses all of these issues in greater detail, is the next step to enhancing the active transportation network. It serves as a road map for short- and long-term priorities addressing non-motorized transportation facility connections. The goal of the strategy is to leverage existing infrastructure and future capital transportation projects to create an accessible, comfortable, and connected network for users of all ages and abilities. The ATP presents a new plan for improving active transportation options that will benefit the Richardson community through appropriate facility solutions and policy and program recommendations.

It also identifies Regional Active Transportation Facility Connections which would provide critical intra-city linkages for a more comprehensive network and proposes 54.7 miles of new active transportation facilities and upgrades to 23.0 miles of existing facilities to create a more comfortable experience for users. Continued development of the ATP's Essential Active Transportation Network—including, but not limited to, the construction of sidewalks, trails, and bike lanes—should be prioritized as opportunities to further develop the network are considered.

Sidewalks

Richardson's existing pedestrian infrastructure provides significant coverage and connectivity throughout the community. The ATP indicates that 97% of the residential parcels in the city are located within 200 feet of a sidewalk, which contributes to significant connectivity, access, and many other benefits for community members.

There are areas of the city, however, that remain disconnected due to physical barriers and complicated construction costs. Given the mature state of Richardson's built environment, many areas in need of pedestrian enhancements will likely require creative design solutions to overcome site-specific challenges, but full connectivity should continue to be the goal.

Once sidewalks are installed, maintenance is the responsibility of the adjacent property owner in Richardson; however, the City's Sidewalk Rehabilitation Program can assist residential property owners with that responsibility, as funding permits. There are several ways for individuals to secure assistance with sidewalk maintenance:

- Pedestrians with disabilities can request and receive assistance reconstructing sidewalks along non-accessible routes in the public right-of-way. Richardson evaluates each request on a case-by-case basis and assists accordingly.
- Limited sidewalk improvements may be performed in conjunction with Pavement Rehabilitation and other capital improvement projects.
- The City will waive the Miscellaneous Concrete Rehabilitation Permit Fee when sidewalk repairs or improvements are made at the property owner's expense.
- Residential sidewalk rehabilitation funded through the CIP is completed on a regular, regionally-focused basis. The 2015 Bond Program identified 27 Sidewalk Rehabilitation Regions throughout the city, and completes work in each geographic region on a rotating basis to promote cost-effective construction practices, simplify project inspection and management, and minimize questions and uncertainty regarding project scope within a neighborhood.

- As part of the 2021 Bond Election, Proposition C included significant funding to repair sidewalks in two residential zones and three commercial zones. Although residential sidewalks were included in the last three bond programs, this is the first time commercial sidewalks have been included. The funding focused on ensuring residential and commercial sidewalks are ADA accessible and have barrier-free ramps at intersections.

Trails

The goal of the Richardson Trail System is to connect all of Richardson's parks, link to existing trails within the city, and to facilities in adjacent communities. One of the greatest opportunities for further development of the trail system identified in the ATP is regarding sidepaths—sidewalks that are wider than usual to accommodate multiple modes of non-motorized transportation, including walking, cycling, wheelchairs and the other options listed above.

Bike Lanes

In 2015, Richardson was the first city in North Texas to be named a Bicycle Friendly Community by The League of American Bicyclists (Bronze Level) and renewed that status in 2019. There are more than 400 miles of city streets in Richardson, and all of them are legal for bicycling. For better safety, however, the City has installed more than 26 miles of bike lanes and continues to build and expand its network. Currently, most of the bike lanes in the city are along collector streets, such as Yale Boulevard, Custer Parkway, Canyon Creek Drive, and Spring Valley Road. Cyclists are encouraged to use designated facilities for safer travel. Retrofitting an existing street with bike lanes can be challenging and costly due to physical conditions. In most of the locations above, for example, the solution was to reallocate and restripe existing pavement to accommodate a bike or bike/parking lane. On higher speed roads, cyclists tend to prefer physical separation between lanes used by motor vehicles and bike lanes rather than lanes that are marked with painted stripes and other pavement markings. Finding opportunities to construct facilities of this type will require creative thinking to develop solutions that are workable, flexible and safe.

Water, Sanitary Sewer, and Storm Sewer

Water

The City of Richardson provides water to local residents and businesses. To meet the demand, water is purchased from the NTMWD and supplied to three delivery points throughout the city. From these delivery points, the City pumps the water into the distribution system to maintain adequate pressure and flow in all areas of the community.

Although the city is primarily built-out, water infrastructure improvements continue to be needed to address capacity increases required for redevelopment and higher commercial demand, as well as water line replacements due to aging infrastructure. Water service is provided to the city from one of three pressure zones—700, 767 and 825. A pressure zone is an area of the city that lies at a similar elevation and where a similar range of water pressures can be maintained. The City is currently involved in a large capital project at the Northside Pump Station. It consists of the installation of a new pump station, 5-million gallon ground storage tank, and approximately 10,500 feet of transmission line. This station will expand the 825 pressure zone and provide redundancy to another pressure zone nearby. Once completed, the City will be able to provide additional water to the 825 Pressure Zone and supply additional capacity in the 767 pressure zone for continued growth in the IQ® area.

The City is in the process of updating its Water Master Plan, prepared in 2008, to provide direction on the capital projects requirements for the water system in the coming years. This will allow water to move throughout the City's system to meet service expectations of residents and businesses.

The City is also working with the NTMWD to identify and plan for sustainable, long-range water supply needs. NTMWD has sufficient water supply to accommodate future population growth and development within their service area through 2036. NTMWD is actively developing additional supply sources that will extend this to approximately 2047. The State, regional water providers and municipalities will need to work together to

identify and fund creation of additional water sources to serve future growth beyond that date.

Sanitary Sewer

Sanitary sewer service is also provided by the City throughout the community. The city is divided into five sanitary sewer basins: Floyd Branch, Rowlett Creek, Duck Creek, Cottonwood Creek, and Spring Creek. Floyd Branch, Rowlett Creek, and Spring Creek basins are ultimately served by the NTMWD; however, the Duck Creek basin empties into both Garland and Dallas and the Cottonwood Creek basin is served by Dallas. Between these five basins, the city has over 2,000,000 linear feet of sanitary sewer pipeline. In addition to the pipeline, there are nine lift stations, five owned by the City and four owned by NTMWD, and one wastewater treatment plant, owned and operated by NTMWD, within the city limits.

In 2017, the City began a sanitary sewer modeling and master planning process as part of their Capacity, Management, Operation & Maintenance (CMOM) Implementation Plan. The goal of this process was to identify locations in the system with excessive inflow and infiltration and sanitary sewer overflows and to pinpoint older infrastructure that is currently under capacity. The City completed this process in 2023 and has identified short-term, intermediate-term, and long-term CIP projects citywide that should be performed to eliminate existing and anticipated deficiencies. These improvements consist primarily of repair and replacement of faulty manholes and older sanitary sewer lines. Where necessary due to growth projections, existing sanitary sewer lines may be replaced with larger pipes capable of conveying additional flow.

The sanitary sewer pipelines ultimately carry the wastewater flow to treatment plants that are owned and operated by NTMWD, Dallas Water Utilities, and Garland. These treatment plants have fixed capacities. Improvements to the City's sanitary sewer pipelines, as well as new development or redevelopment, will result in additional flow being sent to these plants. The City will need to work with the respective agencies to ensure that their plants have adequate treatment capacity and the capability to provide the right level of service as demand increases due to redevelopment and increased commercial usage in the coming years.

Storm Sewer

The City's stormwater system consists of eleven drainage basins—Floyd Branch, Rowlett Creek, Beck Branch, Duck Creek, Cottonwood Creek, Spring Creek, Prairie Creek, Hunt Branch, Lois Branch, Audelia Branch, and Jackson Branch. Within these basins, stormwater is conveyed through a series of pipes, channels, and creeks that are required to be maintained and improved to ensure adequate drainage during rain events. In 2011, the City established a Drainage Utility Program. This program had multiple purposes, including addressing environmental and regulatory requirements, developing guidelines for floodplain management and stormwater pollution prevention, and developing capital work plans. The program also enacted drainage fees that are charged to residential and commercial properties for the purpose of funding this program and future capital projects. The Drainage Utility Program is divided into three elements—City Operations, Contract Services, and Projects—each one vital to ensuring that the City is able to manage stormwater runoff safely and reliably. (See also the discussion of Green Infrastructure in Chapter 9, Natural Environment)

Solid Waste

The City currently provides routine residential and commercial solid waste pickup to Richardson households and businesses. Regular household pickup occurs twice weekly; residential recycling is once a week. The City also provides Brush and Bulky Item Collection (BABIC) service to Richardson homes one day a week by request. Service days differ by geographic area. Commercial pickup service varies in frequency and container size according to the needs of the business. Solid waste is collected and delivered to the NTMWD's Lookout Transfer Station in Richardson prior to being hauled to the 121 Regional Disposal Facility in McKinney. Managing landfill operations and planning for additional capacity is the responsibility of NTMWD as part of its agreement with, and with input from, its member cities.

As *Envision Richardson* is being completed, the City is in the process of developing a solid waste master plan that will set out goals, strategies, and priorities for trash and recycling collection. A community-wide survey is being conducted as part of this effort. Additionally, the plan will evaluate current and anticipated needs and provide recommendations of alternative options and program strategies that could be implemented to meet these needs.

24/7 Response Center

The City operates a round-the-clock, state-of-the art response center (Supervisory Control and Data Acquisition or SCADA) system that manages and controls the water and wastewater systems from a central control room at the Service Center. Reports on water leak or pressure issues, sewer problems or debris in the street can be made, and BABIC pickups can be scheduled. This system offers the option of making requests or reports by phone, online, using the MyRichardson app, or by speaking to the employee on duty. SCADA operates as a 24-hour response center for all calls not requiring police or fire response. The call-in line is also a source for information on household hazardous waste, water conservation, commercial solid waste collection, and a means of reporting missed recycling collection, noise complaints, and after-hours animal services issues.

Technology

Richardson is known for its technological contributions and innovation-driven character, from Collins Radio in the 1950s through the current advancement of the Richardson Innovation Quarter (IQ)®. Technological advancement is powered through ensuring reliable electrical infrastructure provided by Oncor and through the provision of significant fiber and 5G facilities available for residents and businesses alike. In recent years, private providers have expanded fiber and 5G offerings in the community. In addition, the Richardson Smart City Toolbox, completed in March 2022, was designed to provide the City of Richardson with a framework to approach planning for Smart City infrastructure. The Toolbox utilizes the IQ as the testbed for new smart city technology with the potential for the tools to be applied citywide in the future. Exploration and implementation of the Toolbox has the potential to create efficient City systems, operations, and processes, which are integrated and secure. As technological demands continue to grow and evolve, the City should continue to work with these providers to ensure that residents and businesses have the necessary access to keep Richardson a hub for technological innovation.

ACTION ITEMS

The Action Items for this plan element focus on the infrastructure improvements and partnerships necessary to provide safe and reliable services to Richardson residents and businesses.

- **Water System.** Develop a process to review the impacts to the water system that will be triggered by redevelopment to identify and plan for any needed improvements.
- **Water Supply.** Work regionally to encourage affected partners to continue to consider ways to expand the region's water supply to meet future needs.
- **Sanitary Sewer.** Begin to implement design and construction of the improvements identified in the recent Wastewater Master Plan update to eliminate system deficiencies.
- **Storm Water.** Continue execution of the Drainage Utility Work Plan, including finalizing the watershed studies to identify flooding concerns and performing citywide creek bank erosion assessments to identify erosion concerns; incorporate results into the Capital Improvement Plan (CIP).
- **Capital Improvement Plan Updates.** Update the CIP for all community infrastructure annually with a five-year outlook to identify projects that need to be designed and installed to maintain system functionality.
- **Partnerships.** Continue to partner with key agencies, including Dallas and Collin Counties, DART, NTMWD, NCTCOG, and others to coordinate efforts to provide needed infrastructure upgrades to serve future needs associated with the implementation of *Envision Richardson*.
- **825 Water Improvements.** Finalize construction associated with improvements to the 825 Pressure Zone to improve water capacity throughout the City's system.

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CHAPTER 07

Neighborhoods and Housing



National Night Out Event

Richardson considers its neighborhoods the building blocks of the community. A high percentage of the land in the city—45%—is devoted to single-family neighborhoods. These neighborhoods are typically designed in a traditional manner, with single-family homes as the primary use, a school and park to serve residents of the area, and retail, commercial and higher-density housing along the edges. They are accessed by a network of streets that vary in design based on the surrounding land use and function.

As important as the physical neighborhoods are, it is the people that live there that form a community. Richardson neighborhoods are full of residents that share goals and interests, a feeling of belonging, and a stake in both the present and the future of the area. The people, and the housing units they live in, help define the character of the neighborhoods in Richardson. Because of this, *Envision Richardson* combines neighborhoods and housing into one chapter.

GUIDING PRINCIPLES

The following Guiding Principles relative to neighborhoods and housing were developed from input gathered at a series of stakeholder interviews with individuals and groups representing a variety of perspectives on Richardson's future, feedback from the public using multiple formats for community engagement (in-person and online), input from City departments, and feedback from the City Plan Commission and City Council. Work on the Vision Statement and Guiding Principles began very early in the planning process and continued through Community Summit 2.

- Preserve, protect, and enhance the safety and livability of Richardson neighborhoods.
- Continue to empower neighborhoods through City-sponsored efforts such as leadership training and regular communication and education forums.
- Enhance neighborhood identity and civic pride through collaborative efforts between the City and Richardson neighborhoods.
- Promote and publicize City programs, including code enforcement and home improvement incentives, as tools for maintaining the value and integrity of Richardson neighborhoods.
- Evaluate existing City neighborhood initiatives to determine if they should be revised, or if new programs could be developed, to provide even more positive impact to Richardson neighborhoods.
- Address supply, demand, affordability, and workforce recruitment and retention challenges by encouraging additional housing types appropriate to Richardson.

NEIGHBORHOODS

A successful strategy for creating and sustaining desirable neighborhoods requires the combined efforts of a city and its residents, who share a mutual interest in protecting the public's health, safety, and welfare. Some of the important characteristics of a desirable neighborhood include:

- Quality, well-maintained housing
- Schools and parks that provide essential services and function as neighborhood activity centers
- Dependable, well-maintained public facilities and infrastructure
- A safe and efficient transportation system
- Reliable and responsive emergency services
- Access to jobs
- Convenient retail and service uses
- A sense of identity, community, and connection

In Richardson, a variety of programs are used to encourage the maintenance of individual residential properties, preserve and enhance neighborhood aesthetics (particularly the view from the arterial and collector roadways), and ensure that systems and services are reliable and accessible to residents. These programs range from code enforcement to crime prevention to neighborhood engagement.

SUSTAINABILITY

The intermingling of uses which were once separated has several potential benefits—more interesting and engaging development scenarios, less dependence on motorized transportation, more opportunities for physical activity and social connection, and improvements in air quality and environmental outcomes—making the community a more appealing and more sustainable place.

STAKEHOLDER INPUT

Through feedback received in the Stakeholder Interviews conducted in May, June, and July 2023, the following thought was expressed:

Richardson is a supportive, tight-knit community—a place where you can live, work, and play. The community works collaboratively, and citizen involvement is encouraged.

Community Summit 1

Community and Neighborhood Strategies

In Richardson, a variety of programs and strategies are used to encourage the maintenance of individual residential properties, preserve and enhance neighborhood aesthetics, and ensure that systems and services are reliable and accessible to residents. Most of these programs and strategies, listed below, are implemented by the Community Services Division.

Neighborhood Improvement

- Neighborhood Vitality Program (City funding and construction of bridge, entry feature, and screening wall enhancements)
- Sign Topper and Decorative Traffic Pole Programs (funding from neighborhoods for the installation of special signage and traffic pole upgrades to reinforce neighborhood identity and aesthetics)
- Matching Fund Beautification Program (cost-sharing projects between neighborhoods and the City for landscaping and other aesthetic improvements)

Property Maintenance and Integrity

- Code Enforcement (application of a variety of regulations aimed at maintaining the integrity and value of Richardson neighborhoods; additional information below)
- Home Occupation Standards (regulations related to the operation of a business in a residential neighborhood for the purpose of minimizing the impacts of noise, traffic, aesthetic, and other conditions on surrounding properties)
- Occupancy Standards (specifications for the square footage required per person in a dwelling unit)
- Garage Enclosure Requirements (standards that apply to the enclosure of required parking spaces for occupancy for residential purposes)

- Home Sweet Home (curb appeal enhancement program led by volunteer Neighborhood Ambassadors who will provide information and resources to help residents address issues of concern that do not violate ordinances, such as landscaping maintenance, dwelling exterior care, and outdoor storage; set to launch in Spring 2025)
- Brush and Bulky Item Collection—BABIC (pick-up service provided by request for yard waste, unwanted furniture and appliances, and other household items that are too large and bulky for normal trash pick-up or vegetation which can be recycled into mulch)
- Open Storage Limitations (restrictions on the amount, type, location, and screening of the outdoor storage of items in a neighborhood)
- Recreational Vehicles and Oversize Vehicle Requirements (requirements for the location and screening of recreational vehicles and limitations on the parking of large vehicles in residential areas)
- Yard Paving Limitations (restrictions on the amount of area on a lot that can be covered in paving to minimize conditions conducive to flooding)
- Graffiti Abatement and Wall Washing/Painting, (removal of graffiti on residential and commercial properties and pressure washing and painting of City-maintained screening walls)
- Apartment Inspections (inspections to ensure the safety and habitability of multifamily housing throughout Richardson)
- Rental Registration (tracking of conditions at rental properties to ensure compliance with health, safety, fire, and zoning codes)
- Volunteer Assistance Program (system for matching volunteers with Richardson residents in need of help with the maintenance of their property due to their age, physical condition, or financial situation)
- Building Standards Commission (means of addressing severe and persistent code violations, with penalties ranging from citations and escalating fines to property seizure and building demolition)

Safety

- Neighborhood Crime Watch (a collaboration between the Richardson Police Department and local neighborhoods to encourage crime prevention strategies at a household and/or neighborhood level; there are also programs for apartment communities and businesses, which are often in and near Richardson neighborhoods)

Neighborhood Incentives

- Home Improvement Incentive Program (program which provides one-time rebates for major investments in single-family homes resulting in increased property values; additional information below)
- Revitalization Awards Program (annual recognition and awards for residential and commercial landowners who have made investments in their properties that are significant and create a positive influence on the surrounding area)

The majority of the above strategies and programs are implemented by the Community Services Department.



Two Creeks Entry

Neighborhood Engagement

The City of Richardson has prioritized developing relationships with its neighborhoods for approximately three decades. The idea of engaging with neighborhoods so that City officials and residents collaborate, rather than compete, has proven effective in increasing residents' understanding of City operations and issues. It has also been important in promoting the City's efforts at maintaining the value of Richardson neighborhoods, encouraging reinvestment/new investment in housing stock, and building support for City initiatives that benefit residents, such as bond programs for infrastructure and public facilities. Besides being extremely effective, it is a relatively low-cost strategy since the responsibility for this effort lies primarily with City Staff and the City Council.

As of 2024, the City has identified more than 80 distinct homeowner and neighborhood associations in Richardson. These associations are not only an important social and informational resource for the people participating in them, but also a critical means of communication and connection between City officials and residents. Since the early 1990's, the City has been meeting monthly with association presidents in a forum that allows officials to talk about issues and strategies of particular interest to neighborhoods and gives neighborhood leaders an opportunity to share their thoughts and concerns and to gain a better understanding of matters related to the City. In addition to these monthly meetings, workshops are held twice a year to cover special topics and provide networking opportunities for current and future neighborhood leaders.

Another unique form of City outreach involves meetings with local realtors. These annual gatherings inform residential real estate brokers of the City's efforts at making Richardson a unique community that will be attractive to new buyers or those making housing transitions.

Code Enforcement

The goal of Code Enforcement is to safeguard the vitality, integrity, and sustainability of Richardson's residential and commercial areas. The focus of the program is not on issuing citations, but on finding solutions to problems through fair and reasonable enforcement. Community Services personnel are charged with ensuring compliance with a variety of regulations designed to protect the health, safety, and welfare of the public. In neighborhoods, these codes generally pertain to:

- Zoning
- Property standards
- Trash, litter, and debris
- Residential parking
- Trees and vegetation
- Miscellaneous occurrences and conditions (such as the posting of addresses, garage/occasional sales, high weeds/grass, open storage, etc.)

Code violations are observed by City employees as they perform their daily inspections, or they can be brought to the staff's attention on a complaint basis. The division provides email updates every two weeks to report on progress in the resolution of pending code violations (users must subscribe to the update for their neighborhood) and is developing an interactive map for easy reference. Community Services is also responsible for code enforcement for multifamily and commercial properties, many of which are in or near neighborhoods.

HOUSING

The housing market—not only in Richardson, but also across the United States—has become challenging for many individuals and families, whether their plan is to rent a home, buy a home, or simply remain in their current residence. Rising prices, increasing demand, lack of supply, and more stringent financing requirements have all contributed to this challenge.

In Richardson, the availability of vacant land is another obstacle to the construction of new housing, especially single-family detached homes. Officials are trying to gain a better understanding of the housing issues specific to Richardson and the tools available to address them and to consider the role the City might play in developing creative solutions for current and future residents.

Understanding the Housing Market

In 2022, Richardson's population exceeded 121,500, an increase of 22.7% since the previous comprehensive plan was adopted. While demographic and household dynamics for Richardson were previously highlighted in the Introduction chapter of this plan, it is important to note some of the notable shifts that occurred in the Richardson community and how they could impact housing demand in the future. Richardson's population has gotten younger, bolstered by the continued expansion of The University of Texas at Dallas and Dallas College Richland Campus, as well as a growing base of companies that seek a younger, highly educated work force. The median age of the population has a heavy influence on the type of housing that is in high demand in a community.

Richardson has also become a significantly more diverse community in recent years. As of 2022, just more than half of the population identifies as White, with strong increases in most other racial categories. Increases in new cultures can influence the type of housing residents are looking for and the proximity of neighborhoods to the types of community services they desire.

Household dynamics are the building block for understanding housing considerations, both today and in the future. The average household size in Richardson has gradually skewed lower, driven by increases in younger and older residents, both of whom are less likely to have children living at home. Between 2010 and 2022, the average household size in Richardson declined from 2.54 persons per household to 2.45 persons, less than that of Dallas County, Collin County, or the larger Metroplex region.

There has also been an increase in the percentage of people living alone in Richardson. These changes, in addition to factors such as cultural differences, the changing physical needs of the occupant(s), and financial considerations, can influence the type and size of the housing unit desired by individual households.

During the life of the *Envision Richardson* plan, the community is expected to add upwards of 29,800 new residents. Ensuring that the supply of housing is adequate to meet the needs of this new growth, at price points that are affordable to the average resident, is critical to maintaining the quality of life in the community.

STAKEHOLDER INPUT

75% of those who took part in small group Meeting-in-a-Box discussions were not satisfied with the range of housing options currently available in Richardson.

Community Summit 1

Supply

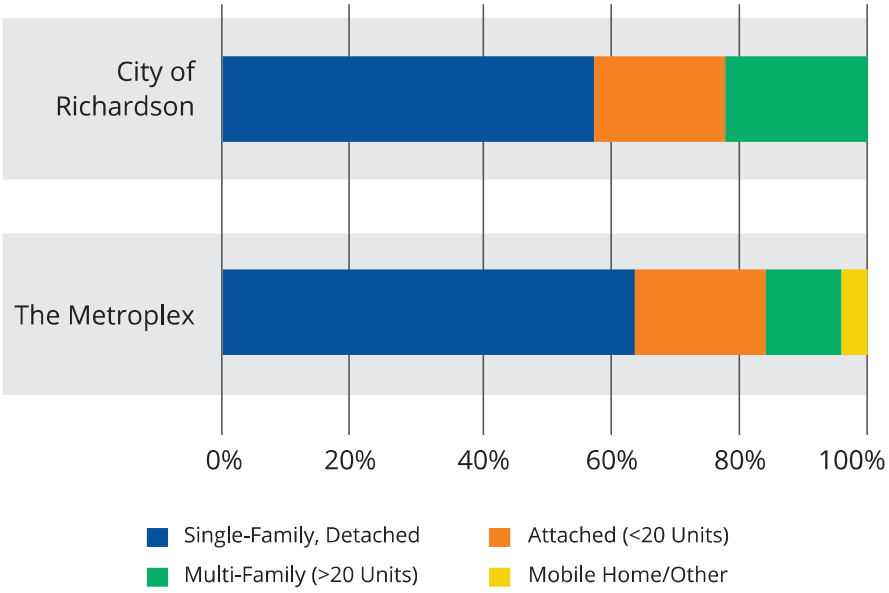
Richardson's housing supply has continuously evolved to meet the needs of its residents. An expanding employment base, coupled with development around Richardson's rail transit stations, has resulted in a diversification of the community's housing options. Based on the data in the most recent American Community Survey (2022), Richardson has approximately 49,300 housing units. This represents an increase of close to 9,000 new homes since 2010.

Housing in Richardson has historically been dominated by single-family units in traditional neighborhoods; however, a shift towards higher density development patterns has been occurring as easily developable land has become scarcer, housing preferences have evolved, and the average cost of housing has increased. Today, 58.1% of Richardson's housing supply is classified as single-family detached homes.

Multifamily housing, defined in the survey as buildings that contain more than 20 units, comprise another 22.4 percent of the supply. While housing options are more balanced in Richardson in comparison to the region, choices are primarily dominated by single-family detached units or larger-scale multifamily options.

Richardson's housing supply has a median year built of 1981. As a first-ring suburb of the City of Dallas, Richardson's housing is comparatively older than the housing supply for the Metroplex, with a median year built of 1988. Almost one-quarter of the housing inventory was built between 1970 and 1979. The 1960s were the second most active decade for new home construction at 16.1 percent of the total inventory.

Figure 7.1 | Comparison of Share of Housing Units by Type, 2022



Source: U.S. Census, American Community Survey; ESRI Business Analyst Online

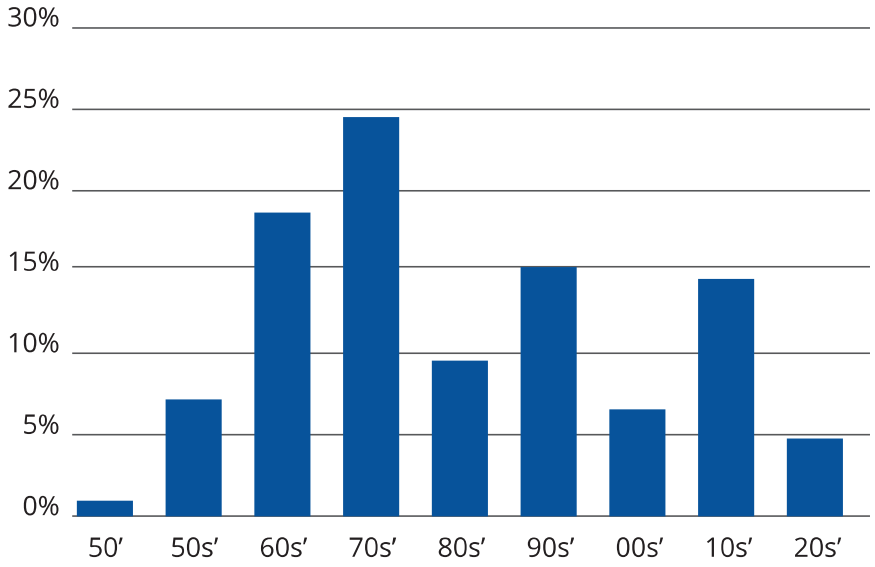
Single-Family

Much of the housing constructed in Richardson between 1960 and 1979, a period of active construction and neighborhood creation, was single-family detached units. Nearly a quarter of the housing in Richardson was built between 1970 and 1979. In the 1990's, another wave of neighborhood development began in the Breckinridge area and continued through the mid-2010's. Since that time, housing development has shifted to higher-density multifamily options and new single-family housing has been focused primarily on infill lots in established neighborhoods.

The two most recent new single-family developments have a total of 65 units approved with 20 units constructed. Four recent townhouse developments have been approved for 271 townhome units, of which 53 have been completed to date. These single-family and townhome developments are located throughout Richardson and have included both greenfield and redevelopment projects.

In the last decade, single-family houses have comprised more than 85% of all home sales in Richardson, with an annual average of approximately 1,250 closings per year. Townhomes have made up the balance of the home sales, averaging between 150 and 200 transactions per year since 2013. The average single-family unit that is listed for sale stays on the market for less than one month. One of the reasons for the abbreviated time on the market may be that demand for single-family housing options is exceeding the available supply.

Figure 7.2 | Share of Housing Units by Year Built, City of Richardson, 2024



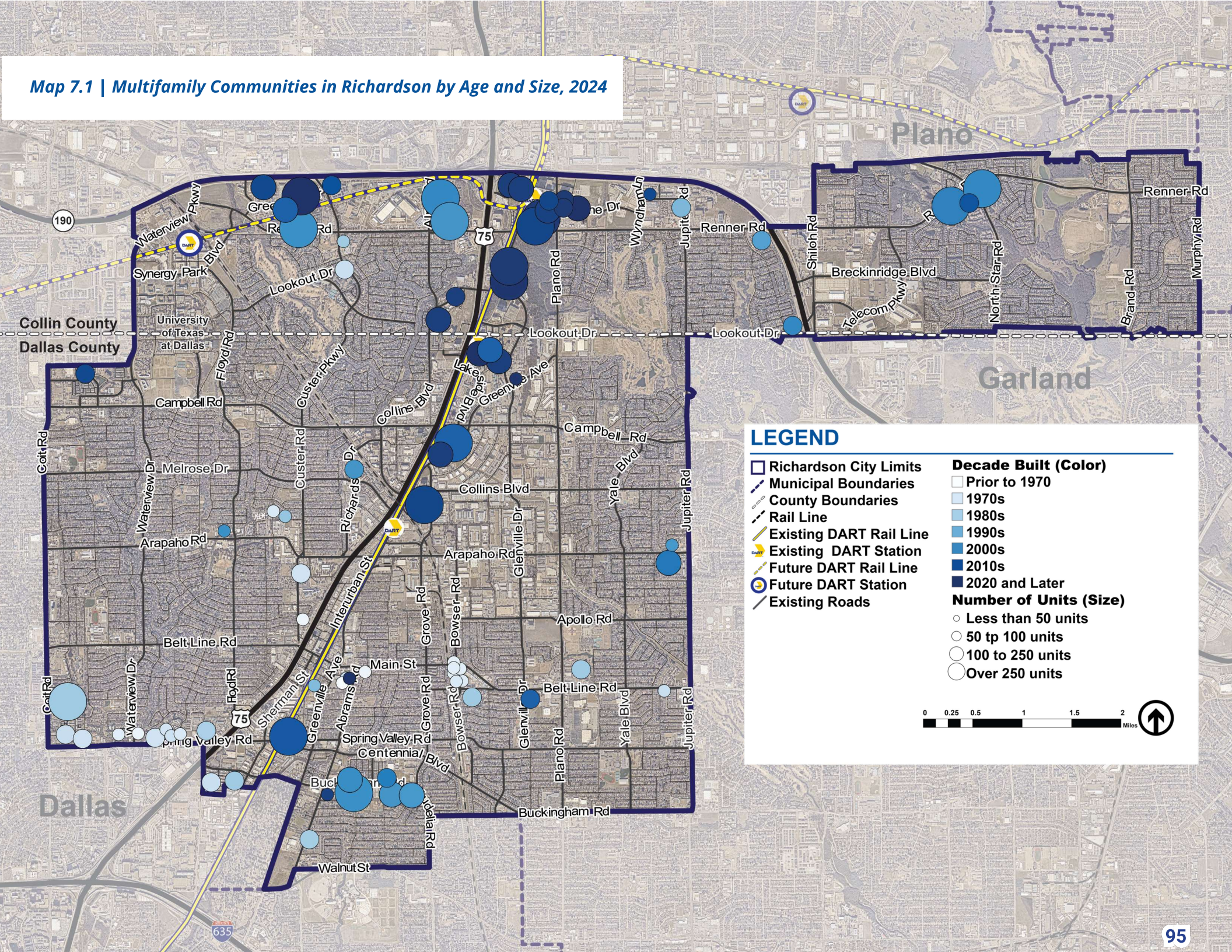
Source: City of Richardson 2024 Budget Book

Multifamily

There are approximately 21,000 multifamily rental units in Richardson, 45.0% of them built between 2010 and 2024, with nearly 3,000 new apartments built in the past five years. While construction activity has slowed, a review of approved multifamily projects indicates that nearly 10,250 additional units are entitled.

Vacancy rates for multifamily units have improved in the last five years, falling to 6.6% at the end of 2023. The real estate industry considers 7.0% a reasonable benchmark to demonstrate market health, representing an area that has available units to accommodate new residents. This is lower than the 8.4% vacancy rate reported for the larger Metroplex and falls in line with measures that indicate a balance between available supply and resident demand.

Map 7.1 | Multifamily Communities in Richardson by Age and Size, 2024



Demand

Future demand for housing in Richardson is based on growth in households through 2045. Households in Richardson are dynamic. The average household size has been on a gradual decline, driven by increases in both older, active adults and younger professionals, many of who reside in smaller households. Household forecasts prepared for *Envision Richardson* are based on the projected number of people residing in the typical housing unit, which was estimated at 2.45 in 2022. One- and two-person households in the City comprise more than 60% of the total. Over time, the share of households with children living at home has also declined slightly. An understanding of these changes is important as it influences the type and location of housing decisions. These shifts have been incorporated into the housing unit by type forecasts, presented in Figure 7.4.

Housing demand builds on the projected household growth and incorporates a vacancy rate consistent with historical trends. This results in housing demand figures that are higher than the projected household growth. Assuming an increase of 7,300 to 14,000 new households through 2045, 7,700 housing units could be supported under a low growth scenario, 11,300 units under a moderate growth scenario, and 14,700 units under the highest growth scenario. A variety of housing types could be supported in Richardson, but land availability will favor those that offer higher densities and maximize land productivity. Evolving demographics will drive demand for both ownership and rental options.

Figure 7.3 | Population, Household, and Housing Unit Growth Forecasts, City of Richardson, 2022-2045



Source: Kimley-Horn

Housing demand in Richardson, as presented below, can be further refined to demonstrate potential demand by the type of unit, including single-family detached, townhome/attached, multifamily, and other categories. It is important to note that these forecasts take into consideration current market dynamics and local policies towards development. Revising policy to more easily accommodate housing that could be built in infill locations in or near existing neighborhoods could result in future demand shifting from one housing type to another. Accommodating Missing Middle Housing options, which is described in the next section, presents an opportunity for Richardson to increase the variety of housing types and meet the needs of an increasingly diverse population.

Across all three growth scenarios, housing unit growth is expected to be strongest in multifamily units, which are expected to make up 95% of the total increase. This is based on recent development trends and an understanding of the pipeline of committed projects that have not yet been completed.

Figure 1.2| Figure 7.4 | Housing Forecast by Type of Unit, City of Richardson, 2022-2045

HOUSING TYPE	LOW		MODERATE		HIGH	
	#	%	#	%	#	%
Single Family Detached	154	2.0%	226	2.0%	294	2.0%
Townhouse/ Attached	770	10.0%	1,130	10.0%	1,470	10.0%
Multifamily	6,776	88.0%	9,944	88.0%	12,936	88.0%
Other	0	0.0%	0	0.0%	0	0.0%
TOTAL	**7,700**	**100%**	**11,300**	**100%**	**14,700**	**100%**

Source: Kimley-Horn

Affordability

There is an increasing housing affordability crisis occurring in the North Texas region and nationwide that is impacting more individuals and families whose household incomes are higher than the low income thresholds that were historically used to calculate the housing cost burden. People of any income can be burdened by housing costs in expensive markets. In the Metroplex, local governments are taking a more strategic approach to developing housing policy to address the problem. While every jurisdiction is different, common housing affordability goals are to provide housing that is adequate in size, design, accessibility, condition, location, and price of the housing unit.

The generally accepted standard to determine housing affordability in a region is that in order to be considered affordable, no more than 30% of a household's gross income should be spent on rent and utilities. In the standard calculations, the Area Median Income (AMI), or the midpoint of an area's income distribution, is used to determine affordability. Richardson's median household income as of the latest census was $94,360. When calculating rental affordability, 30% of the median income is $28,308, which equates to a maximum monthly rent and utility payment of $2,359. In 2023, the average Richardson monthly rent was $1,673, representing a price point that is affordable including rent, utilities, and other necessities. A decrease in the annual income to $55,150, or 50% AMI, changes the maximum rent and utility payment this household could afford to $1,378. In this scenario, the household is considered "housing cost-burdened" since they spend more than 30% of their annual income on housing. These households may be one financial crisis, one family illness, or one emergency away from facing potential eviction or foreclosure.

Lack of affordability can also impact the homebuyer market for families who are moving into Richardson to buy their first home or who are upgrading from an existing home. According to the Texas Real Estate Research Center at Texas A&M University, the average sales price for a Richardson single-family home in the first quarter of 2023 was $472,494. Using standard underwriting and loan terms with the median Richardson income of $94,360, a 7% interest rate, and loan term/amortization of 30 years, the maximum loan a household such as this could qualify for is $194,772. Even if a 20% down payment of $94,400 could be made, there is still a gap between the cost of the home and what the buyers could afford. This household would not be able to afford an average home in Richardson. Based on these terms, they could afford a house for $289,271, significantly less than the average sales price in early 2023. Also noteworthy is that the 20% down payment is roughly equal to a year's salary.

The impact of insufficient housing when the broader housing affordability goals are not met is two-fold. First, individuals and families may choose to live in another community that offers housing that meets their needs. In this instance, the city experiences population loss, decreased tax base, and loss of employees. Second, individuals and families may choose to live in Richardson in a home that could be too costly, overcrowded, or substandard. In this situation, there could be a strain on services, decreased health outcomes, lower property values, increased evictions, and decreased tax base.

Some communities have found success balancing housing supply with affordability through allowing innovative housing materials that reduce costs during development. Richardson should explore leveraging technology to reduce energy usage, encouraging building materials that are more durable and resilient, and out-of-the-box ways to deliver housing at lower costs, including modular units.

Before any specific programs or grants are developed, however, a housing needs assessment approved in the Fiscal Year 2024-2025 Budget, will be conducted to identify the specific problems the City is trying to solve, identify gaps in the rental and for-sale housing market, help determine a need for a formal housing policy, and prioritize needs.

Missing Middle Housing

As discussed in the Land Use Chapter, Missing Middle Housing, a term coined by Daniel Parolek of Opticos Design, refers to housing types that fall between single-family homes and large apartment buildings in scale and are typically compatible with neighborhoods. While not unusual in historic neighborhood development, Missing Middle Housing is far less common today despite increasing demand from young and old age groups. Most of the existing housing stock—both locally and in the United States in general—is in a conventional neighborhood of single-family homes. This concertation of one product type in the marketplace contributes to a worsening shortage of other types of units nationally.

Missing Middle Housing is not only focused on infilling within existing neighborhoods but is also an important component to mixed-use development. It can often be used as an effective buffer between higher-density development and traditional single-family neighborhoods. The ability to increase housing options within the existing community framework also supports multimodal transportation considerations since investments in mobility can be focused in areas that already host residents.

SUSTAINABILITY

Nationally, more consumers are opting for smaller homes in a walkable environment over larger units that require longer commutes and more personal vehicle usage. Supporting development of Missing Middle Housing in existing neighborhoods focuses new residents in areas that already have access to goods, services, and amenities.

STAKEHOLDER INPUT

A comment from the Stakeholder Interviews conducted during May through July of 2023 was:

The range of housing choices in Richardson today is too limited. The lack of entry-level and workforce housing (homes for recent college graduates, young families, employees trying to move to Richardson, and people such as teachers, nurses, police, and firefighters) is of particular concern. This is an issue for employers as they try to recruit new employees, and this lack of housing could change the makeup of neighborhoods and affect local schools.

Community Summit 1

Figure 1.4| Figure 7.5 | Spectrum of Missing Middle Housing Types (created by Opticos Design)



Figure 1.3| *Source: Opticos*

As previously noted, Missing Middle Housing can encompass a variety of housing types and scales to fit within traditional neighborhood development. Common types include:

- **Townhome –** A small-to medium-sized attached structure that consists of several multi-story dwelling units placed side-by-side, each located on an individual lot.
- **Duplex or triplex –** A structure containing two or three side-by-side dwelling units, located on the same lot.
- **Fourplex –** A detached structure (2- to 2.5-story) with four dwelling units, two on the ground floor and two above, with shared or individual entries from the street.
- **Multiplex –** A detached structure (2- to 2.5-story) that consists of 5 to 12 dwelling units arranged side-by-side and/or stacked, typically with a shared entry from the street.
- **Bungalow court –** A group of small (1- to 1.5-story), detached structures arranged around a shared court or open space visible from the street.
- **Courtyard housing –** A medium- to large-sized (1- to 3-story) detached structure consisting of multiple side-by-side and/or stacked dwelling units oriented around a courtyard or series of courtyards.
- **Live-work unit –** A small- to medium-sized (2- to 3-story) attached or detached structure consisting of one dwelling unit above or behind a ground floor space that can accommodate a range of non-residential uses.
- **Accessory dwelling unit (ADU) –** A residential dwelling unit located on the same lot as a single-family dwelling unit, either within the same building or in a detached building.

Nationally, demand for housing located in walkable neighborhoods is growing across all age segments. This includes younger adults seeking their first home and older residents downsizing to lower maintenance obligations. Both of these age groups in Richardson have demonstrated growth since the last comprehensive plan, and they commonly gravitate to housing in areas that provide easy access to jobs, shopping, dining, and recreation. Missing Middle Housing can be one tool that could potentially increase housing options in existing neighborhoods that already offer these benefits without changing the character of the area.

Since a significant portion of Richardson's employees commute from locations outside the city, increasing housing options can have a positive impact on Richardson's bottom line if commuters relocate to the city. It can reduce commuting times, distances, vehicle miles traveled, and the associated maintenance that high levels of commuting brings.

As previously noted, a household with median income in Richardson may be challenged to comfortably afford the cost of purchasing or renting a home in Richardson. With the rapid increase in housing costs, Missing Middle Housing may help by providing an additional option to residents seeking housing. Because these unit types are typically smaller in size and contain fewer community amenities, they can sometimes carry a more affordable price point than a single-family home or a larger apartment community with pools, fitness centers, and other community features.

Approximately 19.3% of the current housing inventory in Richardson can be classified as Missing Middle Housing based on the types described above. Of that, most units are in townhome developments. Only 4.4% of the units are classified as duplexes. Generally, Richardson has a similar share of housing that is classified as Missing Middle when compared to the larger Metroplex.

Providing a regulatory environment that supports the development of Missing Middle Housing in appropriate locations could provide several benefits for Richardson. As described in the Introduction, the community is expected to grow by up to 29,800 new residents over the next 20 years. Attracted to Richardson's high quality of life and proximity to major job centers, new residents will be seeking a variety of housing options. With limited vacant and developable land available throughout the city, land costs could require increased density to attract investment.

Throughout the *Envision Richardson* process, the consensus of the community was that Richardson should support Missing Middle Housing. The Future Land Use Map incorporates PlaceType concepts that help to inform and represent the desired character of the community. Based on community feedback, Missing Middle Housing options have been incorporated as primary or secondary uses within each PlaceType except Parks & Open Space. The types of Missing Middle Housing were calibrated based on the character of each PlaceType. Figure 3.2 in the Land Use chapter details the range of housing options that are envisioned in each of the PlaceTypes to support the inclusion of Missing Middle Housing in Richardson in the future.

Home Improvement Incentive Program

The Home Improvement Incentive Program (HIIP) encourages the owners of single-family residential property in Richardson to make significant investments in their homes by offering a one-time incentive to help offset some of the costs of the improvements. The stated purpose of this program is to:

- Positively affect the value of the City's housing stock by encouraging reinvestment in residential neighborhoods
- Lower the financial hurdle for property owners interested in making significant improvements to their homes
- Demonstrate a strong commitment by the City to reinvest in residential neighborhoods
- Help distinguish Richardson from surrounding communities by providing an economic incentive to prospective buyers

Owners and their projects must meet certain criteria to be eligible. The requirements include approval of an application prior to the commencement of work and determination of the post-construction value of the property by the applicable county (Dallas or Collin). The incentive is paid to the owner by the City in the tax year following completion of the approved project.

The City of Richardson intends to review the HIIP program purpose and criteria to ensure that they are still congruent with the changing housing landscape and economic dynamics in Richardson. As it stands, there are no income requirements to validate whether the program is lowering the financial hurdle for property owners interested in making significant improvements to their homes.

The HIIP was adopted in 2006, and more than 1,450 single-family homeowners have participated since that time. It has been well received and utilized by the community. The program has proven very effective at increasing the value of Richardson's housing stock and neighborhoods. Improvements made to one unit can have a spillover effect for a larger neighborhood, increasing not only property values but also the overall desirability of the neighborhood. The taxable value of HIIP properties has increased by over $210,350,000, and the City has paid out $12,422,000 in incentives. Residences located throughout Richardson have been included. Most of the homes in the program have been older, and several have been demolished and rebuilt entirely.

Home Sweet Home Initiative

The goal of the City's newest neighborhood initiative, Home Sweet Home, is to inspire residents to keep their homes and neighborhoods beautiful and safe by addressing conditions that affect neighborhood aesthetics. The program is an educational workshop series and neighborhood awareness campaign focused on the importance of basic maintenance as a means of enhancing the curb appeal of residential properties and keeping Richardson safe, clean, and accessible. Neighborhood Ambassadors will work with other residents, encouraging them to address citizen concerns that have not reached code violation status, such as faded paint, untrimmed shrubs and trees, lawns with weeds and tree shoots, mismatched and inefficient window coverings, and opportunities to save money and water and reduce property maintenance requirements. Ambassadors will also direct their neighbors to programs and organizations that could provide resources to assist with resolving these issues.

ACTION ITEMS

The Action Items listed below address the related but unique aspects of neighborhoods and housing. They speak to the supply of housing and the sustainability of neighborhoods.

Neighborhoods

- **Existing Programs.** Review existing neighborhood programs to determine whether the goals, strategies, and criteria for participation should be updated.
- **New Programs.** Consider potential new programs to encourage further investments in Richardson neighborhoods and the commercial areas that serve them.
- **Zoning.** Develop a zoning strategy that encourages the use of PlaceTypes to create more interesting and sustainable neighborhoods.
- **Connections.** Enhance connections between Richardson neighborhoods and to destinations such as parks, retail centers, restaurants, and jobs.

Housing

- **Housing Inventory.** Maintain an inventory of Richardson's existing housing stock, its price points and vacancy rates, and entitled residential projects to provide a baseline for program and policy reviews.
- **Housing Needs.** Prepare a housing needs assessment to better understand the gaps between current housing inventory and demand that current and future residents will create.
- **Innovative Housing Solutions.** Explore ways that Richardson can encourage the use of new technologies to reduce home energy usage and expand the usage of building materials that are more durable and resilient to deliver housing at more affordable price points, while maintaining quality.
- **New Programs.** Consider development of housing assistance programs based on the findings of the housing needs assessment, maintaining a clear alignment with assistance offered and community needs.
- **Zoning.** Explore zoning options that allow Missing Middle Housing types, including accessory dwelling units (ADUs) in neighborhoods that are appropriate. Locations for zoning modifications should align with PlaceType descriptions.

CHAPTER 08

Parks, Trails, and Open Space

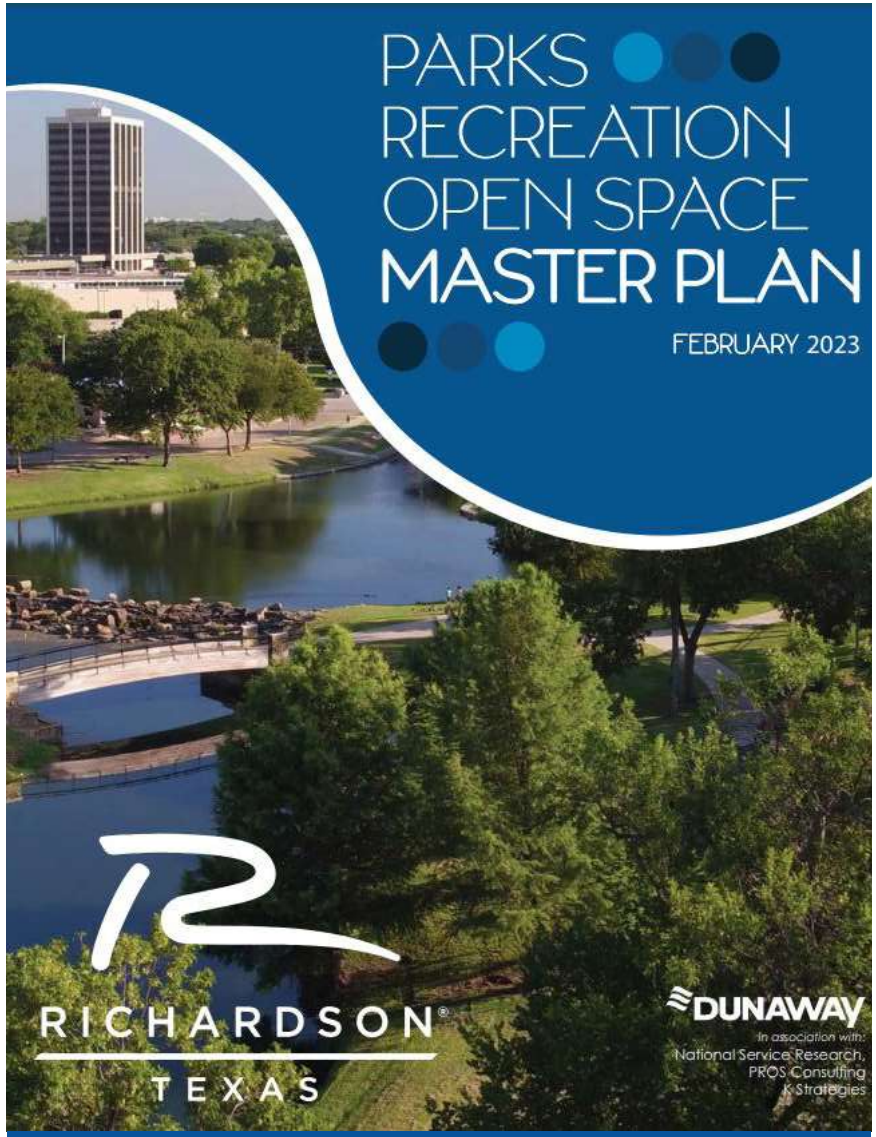


Cottonwood Art Festival

Parks, trails, and open spaces are an important part of the fabric of a community. Parks provide opportunities for recreation and enhance the overall quality of life by promoting physical and mental well-being, supporting social connections, and serving as gathering spaces for community events. Trails, whether used for walking, running, biking, or simply enjoying the outdoors, allow residents to incorporate exercise into their daily routines and provide alternative routes to their destinations. Open spaces contribute to environmental sustainability by promoting biodiversity, mitigating air and water pollution, and reducing the urban heat island effect. The strategic planning and management of parks, trails, and open spaces is essential to maintaining Richardson as a desirable, healthy, and attractive community.

In 2023, Richardson adopted its *Parks, Recreation and Open Space Master Plan*. The plan outlines a strategy for the development and enhancement of the City's parks and recreation resources and public and private open space to meet the evolving needs of residents.

This chapter summarizes the key findings in the plan and provides an overview of the data and priorities it identified. By building upon the goals and recommendations in the 2023 parks plan and the City's *Active Transportation Plan*, also adopted in 2023 (discussed in Chapter 4, Transportation and Mobility), this chapter aims to establish a connection between those long-term visions and the objectives of *Envision Richardson*. The integration of these two documents will ensure a cohesive approach to parks, trails, and open space planning, aligning efforts to enhance recreation opportunities, promote equitable access, and preserve natural resources as Richardson continues to grow.

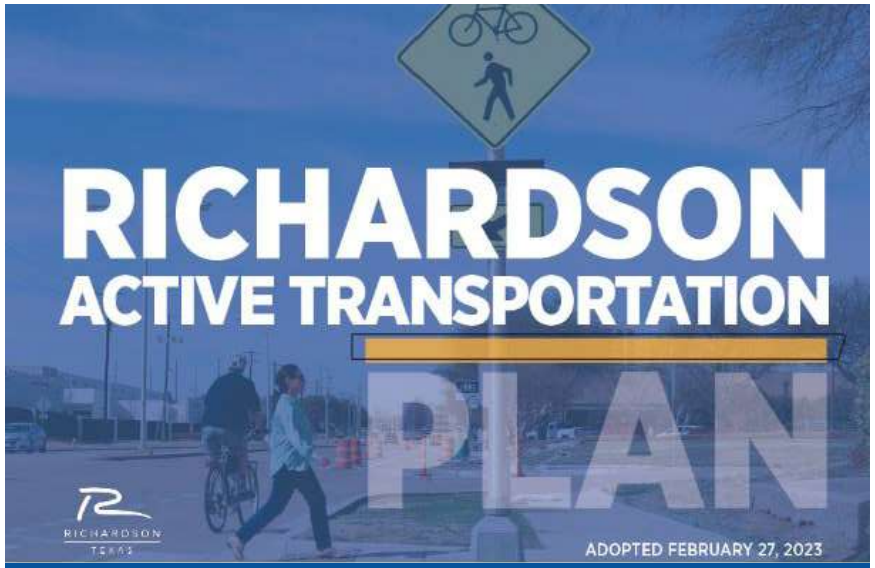


Parks, Recreation, and Open Space Master Plan

GUIDING PRINCIPLES

The following Guiding Principles were established through the planning process to provide clear direction for Richardson as it strives to achieve its park and open space goals. They emphasize funding and connecting City parks and recreation facilities to destinations and continuing to offer popular community events and programs.

- Continue to invest in Richardson parks, trails, recreation facilities, and open spaces.
- Further develop and expand connections between Richardson parks, neighborhoods, popular destinations, and surrounding communities, and coordinate these connections with the City's *Active Transportation Plan*.
- Maintain the City's high-caliber community events and recreational programming to appeal to persons of various ages, interests, and abilities and to maintain the City's reputation as a destination for top-rated activities and entertainment in the North Texas region.
- Seek funding and other forms of support from partner agencies such as Dallas and Collin counties, Texas Parks and Wildlife Department, and others to enable improvements to Richardson parks and trails and to facilitate active modes of transportation.



Richardson Active Transportation Plan



Durham Park

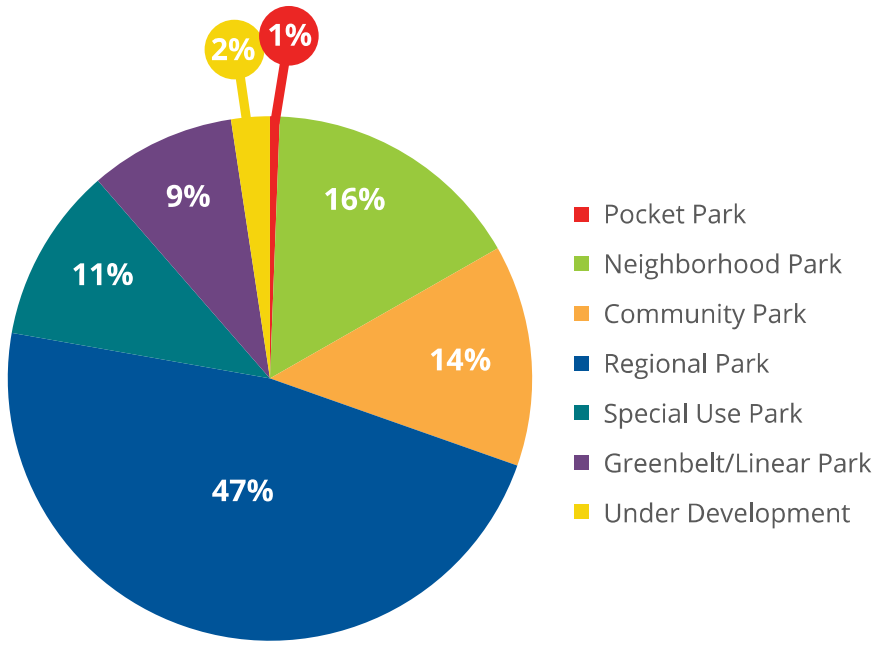
Today, Richardson has nearly 1,100 acres of parkland and 91 miles of trails and walkways throughout the city, including 6 miles of soft surface trails. As discussed in more detail in the *Parks, Recreation and Open Space Master Plan*, these facilities are classified, from the smallest to the largest, as Pocket Parks, Neighborhood Parks (nearly half of Richardson's 43 parks), Community Parks, and Regional Parks. These parks vary in terms of both size and service area. Other types of Richardson parks include Special Use Facilities, and Greenbelt/Linear Parks, which have unique characteristics and purposes. As this plan is being prepared, the City has opened phase 1 of Apollo Park, and Twin Rivers Park and Interurban Common are under construction. Figure 8.3 breaks down Richardson's parkland acreage by park type.

Map 8.1 on the next page displays the current park, open space, and trail system within Richardson. *Envision Richardson* is intended to support the goals established in the *Parks, Recreation and Open Space Master Plan*, reinforcing the City's commitment to enhancing its park system. By coordinating with the priorities of the park plan, *Envision Richardson* can ensure that the development of parks, recreation, and open spaces in the future remains consistent with the City's overall growth objectives and vision.

SUSTAINABILITY

Parks, trails, and open spaces provide opportunities for recreation, promote physical and mental well-being, support social connections, and serve as gathering spaces for community events. They also contribute to environmental sustainability by promoting biodiversity, mitigating air and water pollution, and reducing the impacts of climate change.

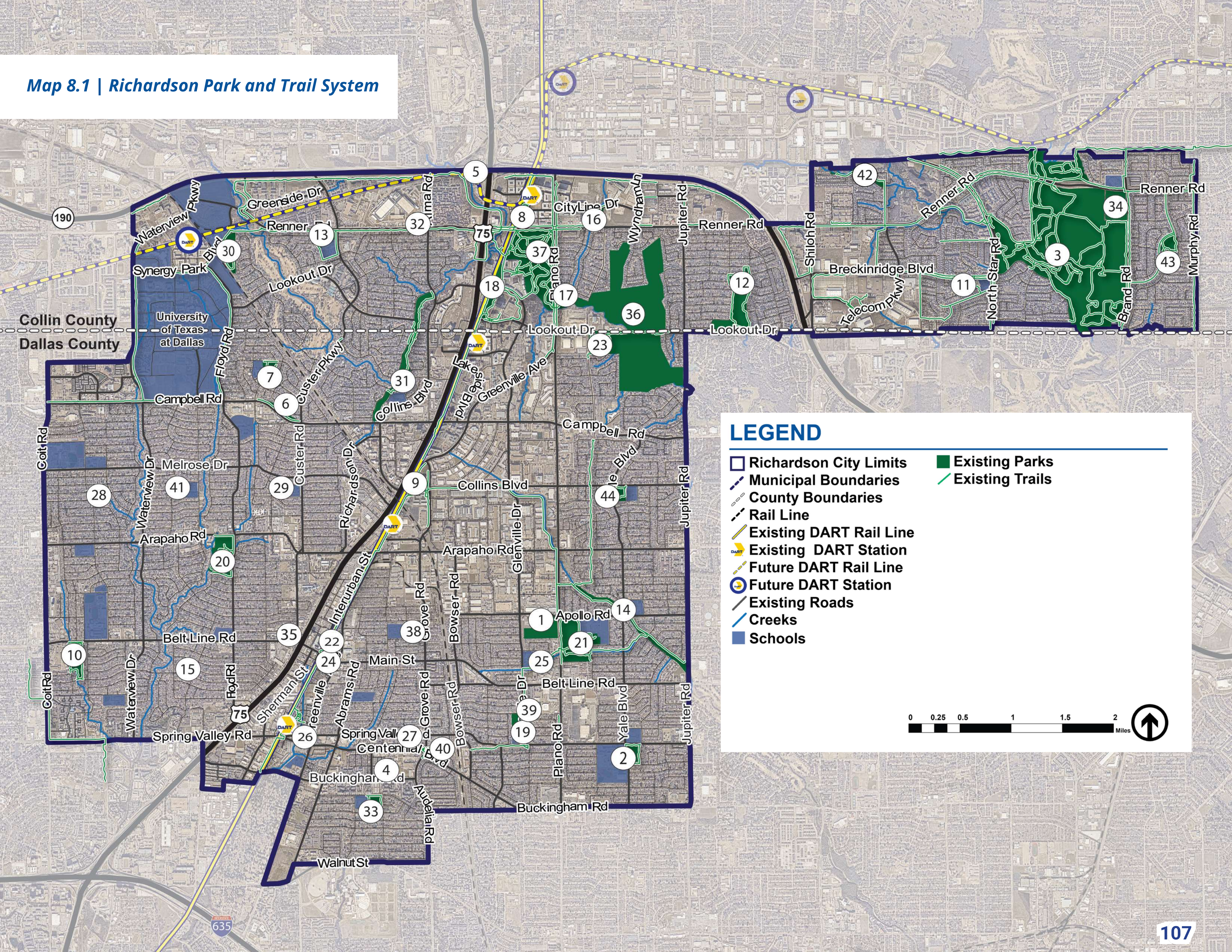
Figure 8.1 | Park Acerage by Classification





Northrich Park

Map 8.1 | Richardson Park and Trail System



INVENTORY OF PARKS, TRAILS, AND OPEN SPACES

Map 8.1 displays the inventory of the existing parks in Richardson. The parks labeled on the map correspond with the inventory table below and continued on the next page. It is important to note that there are properties within this list that function as parks and recreational areas today, although they may have been purchased or otherwise acquired for future, non-park related purposes, such as Campbell Ridge Park, which was actually excess right-of-way for Campbell Road. Likewise, there are multiple properties that wholly or partially involve leases and agreements with other public and private partners that permit the City to use the land for park or recreational purposes, such as Owens Trail, which lies within an overhead electrical easement.

Figure 8.2 | Inventory of Existing Parks

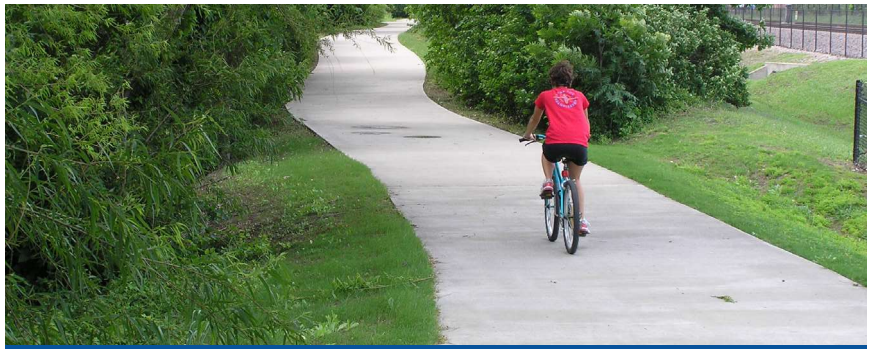
	Park	Address	Acreage
1	Apollo Park	1330 Apollo Road	26.33
2	Berkner Park	1800 E. Spring Valley Road	8.89
3	Breckinridge Park	5300 E. Renner Road	520.85
4	Buckingham Park	401 E. Buckingham Road	0.56
5	Bush Central Barkway	3581 N. Central Expressway	2.73
6	Campbell Ridge Park	550 W. Campbell Road	5.40
7	Canyon Creek Park	600 Aspenwood Drive	6.48
8	CityLine Park	3451 Routh Creek Parkway	5.67
9	Collins Park	650 E. Collins Boulevard	0.85
10	Cottonwood Park	1301 W. Belt Line Road	19.57
11	Creek Hollow Park	4100 Breckinridge Boulevard	8.54
12	Crowley Park	2700 N. Spring Drive	50.30
13	Custer Park	701 W. Renner Road	8.29
14	Duck Creek Park	1800 Apollo Road	26.26
15	Durham Park	400 S. Weatherred Drive	0.85
17	Fox Creek Park	1500 E. Renner Road	16.97
16	Foxboro Park	2600 N. Plano Road	8.91
18	Galatyn Woodland Preserve	911 E. Lookout Drive	8.06
19	Glenville Park	500 S. Glenville Drive	6.98
20	Heights Park	711 W. Arapaho Road	29.71
21	Huffhines Park	200 N. Plano Road	50.38

	Park	Address	Acreage
22	Interurban Common	Interurban Street at Main Street	6.73
23	Lookout Park	1600 E. Lookout Drive	20.02
24	Main Street Plaza	105 S. Interurban Street	1.00
25	Mark Twain Park	1200 Larkspur Drive	8.95
26	McKamy Spring Park	643 Brick Row	1.95
27	Memorial Park	555 Centennial Boulevard	0.71
28	Mimosa Park	1200 Mimosa Drive	8.27
29	Northrich Park	525 Malden Drive	1.30
30	Point North Park	725 Synergy Park Boulevard	18.37
31	Prairie Creek Park.	2305 W. Prairie Creek Drive	37.25
32	Renner Linear Park	West Renner Road	8.20
33	Richland Park	500 Park Bend Drive	6.63
34	Ruth Back Toler Park	4805 E. Renner Road	21.87
35	Ruth Young Park	200 W. Belt Line Road	0.30
36	Sherrill Park Golf Course	2001 E. Lookout Drive	281.89
37	Spring Creek Nature Area	3110 N. Central Expressway	107.12
38	Terrace Park	200 Lois Lane	10.24
39	Twin Rivers Park	349 S. Glenville Drive	6.09
40	Woodhaven Grove Park	713 S. Grove Road	3.3
41	Woodland Park	1200 Woodland Way	5.85
42	Woods Park	3408 Springbranch Drive	8.22
43	Wyndsor Park	3106 Hartford Drive	10.09
44	Yale Park	1900 E. Collins Boulevard	7.50

In addition, the City has developed several trails within the city limits. The table below displays the trails in Richardson.

Figure 8.3 | Inventory of Existing Trails

Trail	Location And General Description
Breckinridge Trail	System of walking, hiking, and multi-use trails throughout Breckinridge Park and running along Renner Road, North Star Road, and Brand Road
Central Trail	Trail parallel to the DART right-of-way between the CityLine light rail station and the CORE District
Duck Creek Trail	Multi-use trail parallel to Duck Creek, generally between Jupiter Road and Plano Road
Glenville Trail	Multi-use trail parallel to Glenville Drive from just south of Collins Boulevard to Spring Valley, extending east to the Duck Creek Trail at Yale Boulevard, north to Apollo Road through Huffhines Park, and west to Grove Road in the overhead electrical easement
Huck Finn Trail	Multi-use trail, the majority located east of and parallel to Prairie Creek Park
Owens Trail	Multi-use trail generally parallel to Owens Boulevard, stretching from the Duck Creek Trail on the southern end to Lookout Drive on the north and extending east along Lookout through Sherrill Park Golf Course, much of it within an overhead electrical easement
Renner Trail	Linear trail generally parallel to Renner Road, connecting north to Bush Turnpike on the west end, crossing US 75/Central Expressway, and passing along the north edge of the Spring Creek Nature Area on the east
Spring Creek Trail	System of multi-use trails throughout the Spring Creek Nature Area, from Renner Road on the north to Spring Creek and Glenville Drive on the south, with segments parallel to the east and west rights-of-way of Plano Road and connections to Central Expressway on the west, CityLine north of Renner Road, and the Owens Trail on the east



Central Trail



Central Trail

RICHARDSON'S PARKS, RECREATION AND OPEN SPACE MASTER PLAN

The Richardson *Parks, Recreation and Open Space Master Plan* serves two primary purposes. First, it guides staff's decision-making relative to the development and enhancement of parks and trails so that these facilities evolve to meet future needs. Second, it serves as the framework for prioritizing park improvements and programming based on current conditions and available funding.

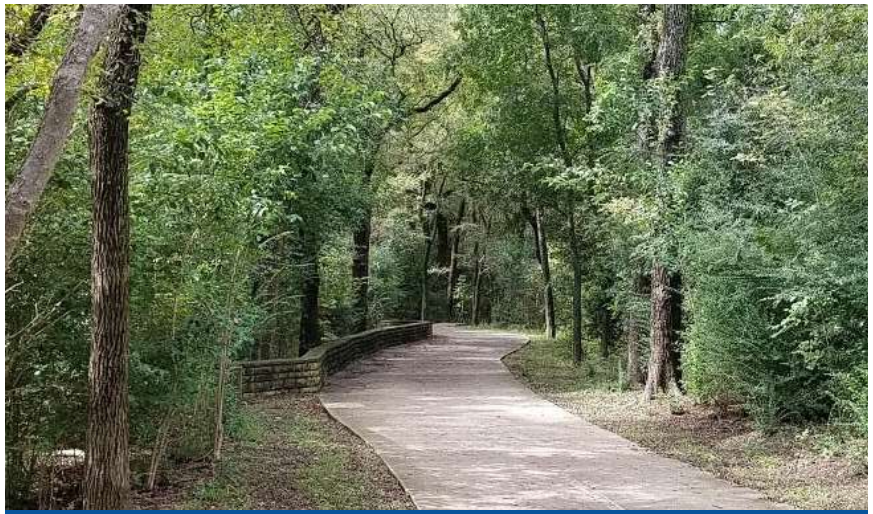
The objectives of the plan create a comprehensive and responsive strategy for Richardson's parks and recreation system. The process of preparing the plan involved documenting current resources and service gaps to identify where future investment in parks and open space should be prioritized. The plan also outlines various projects for consideration over the next 5 to 10 years and identifies a range of funding sources and implementation strategies to support annual improvements.



Fox Creek Park Playground

Below are the major initiatives that were outlined in the action plan in the Richardson *Parks, Recreation and Open Space Master Plan*:

- Expand key trail connections within the overall City, as well as strategic connections to other surrounding cities in coordination with the city's Active Transportation Plan.
- Invest in an aquatics facilities master plan to evaluate the existing neighborhood pools and consider community priorities balanced with operational conditions.
- Creatively add more inclusive play features, as well as adding signature play components as part of annual playground updates.
- Implement a holistic signage program in parks and along trail corridors to showcase cultural history and natural resources.
- Introduce new and various congregational areas in specific parks including large or small amphitheaters, civic plazas, and great lawns.
- Maintain high-quality recreation centers and services with thoughtful and strategic reinvestment that expands facility capacity and usability, as well as programming and services that proactively meet community needs



Spring Creek Nature Preserve

BUILDING ON RICHARDSON'S PARKS, RECREATION AND OPEN SPACE MASTER PLAN

Envision Richardson and the *Parks, Recreation and Open Space Master Plan* are interconnected documents that will work in tandem to shape the future of the City's growth and development. These two plans complement each other by ensuring that the development and expansion of parks and open spaces are integrated with broader city planning efforts.

For instance, if *Envision Richardson* identifies areas of potential population growth or redevelopment, the parks plan can respond with targeted strategies for increasing park access in those areas. Similarly, the parks plan works with the comprehensive plan by supporting goals such as promoting walkability, improving environmental sustainability, and enhancing community health and well-being. By aligning their objectives, these two plans combine in a cohesive approach to urban planning that benefits the entire community.



Heights Recreation Center

Richardson Park, Trails and Open Space Needs

The City's parks plan incorporates traditional Level of Service (LOS) standards established by the National Recreation and Park Association (NRPA). These standards have been widely accepted and utilized across the country as a key metric of the accessibility and quality of a community's parks and recreational facilities. The LOS assessment identifies gaps in service across different neighborhoods by analyzing factors such as park acreage per capita, distribution of amenities, and the proximity of parks to residential areas.

This data is essential for assessing the location of future park spaces because it pinpoints underserved areas where new parks or park upgrades are needed. LOS standards inform decisions on land acquisition and park development to meet community needs as the city grows and to ensure that all residents have equitable access to parks.

When considering total park acreage, Richardson meets the recommended NRPA range for a city based on its current population. The City's total parkland acreage exceeds the lower end of the NRPA guideline (759.5 acres) by 338.42 acres but falls short of the upper end (1,275.96 acres). Looking ahead to the near future, the total existing acreage should remain sufficient to meet the lower end of the recommended range (825 acres), but not the upper end (1,386 acres). The City's ability to meet the overall NRPA guidelines is mainly due to the substantial acreage provided by its Regional Parks, Special Use Parks, Greenbelts, and Undeveloped park land under development which help close the gap and offset the deficits in the other park categories. Longer term, the City may consider opportunities for additional park land based on population growth and development trends.

Trail System

Richardson's impressive 91-mile trail system is a standout feature in the region. With 0.75 miles of trail per 1,000 residents, Richardson greatly exceeds the national standard of 0.25 to 0.5 miles per 1,000 residents, highlighting the City's commitment to trail connectivity. These trails are not just paths through the city. They are critical connectors that link neighborhoods, parks, schools, and commercial areas and offer safe and convenient access to recreational opportunities.

Trails play a vital role in promoting both physical and mental wellness by promoting active lifestyles, encouraging social connections, and providing an escape into nature. Richardson's trail system creates accessible, scenic routes that invite residents to explore their city in an active way and contributes to the City's sustainability goals by offering non-motorized transportation options.

PRIVATELY-OWNED PUBLIC SPACES

Additional creative opportunities for open areas in Richardson may be found in Privately-Owned Public Spaces (POPS), which are owned, improved, maintained, and managed by private landowners or developers, but legally must be accessible to the public. They are typically small plazas, terraces, courtyards, pocket parks, or similar spaces located in commercial or industrial areas which may be secured as part of a zoning or development application. The provision of this type of space may be incentivized as a trade-off for the commitment of the additional publicly accessible open area, for example, by allowing additional density through the zoning process or by granting a variance for reduced parking requirements. To be successful, these areas should be safe, welcoming, and accessible to all users, include special features that attract people and activity, and relate to the land uses around them. Examples of POPS in Richardson include the plaza in CityLine (State Street west of Plano Road) and the open space and water feature in Eastside (southeast corner of Campbell Road and Central Expressway).



CityLine Live Music Event *(Privately-Owned Public Space)*



Galatyn Woodland Preserve Trail

STAKEHOLDER INPUT

The three Guiding Principles that received the highest ranking in the Parks, Trails, and Open Spaces category in the online survey were:

1. Continue to invest in Richardson parks, trails, recreation facilities, and open spaces.
2. Seek funding and other forms of support from partner agencies such as Dallas and Collin counties, Texas Parks and Wildlife Department, and others to enable improvements to Richardson parks and trails and to facilitate active modes of transportation.
3. Develop connections between Richardson parks, and with neighborhoods and popular destinations.

Community Summit 2

Parkland and Future Land Use

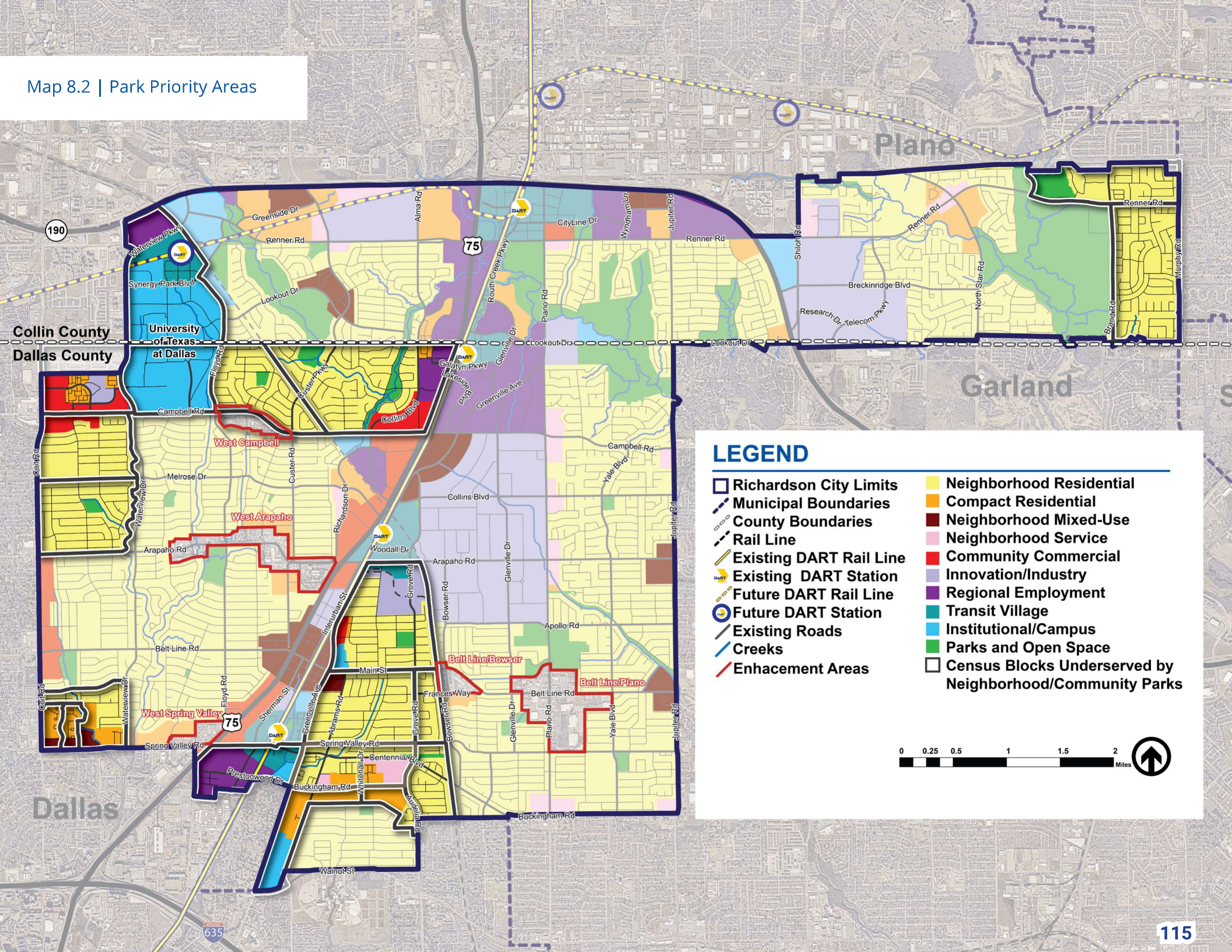
The insights gained from the LOS analysis relate directly to the *Future Land Use Plan*, which outlines how land within the city will be developed or redeveloped over time. The *Future Land Use Plan* identifies areas for residential, commercial, industrial, and mixed-use development and areas with the potential for redevelopment. By aligning the LOS findings with the *Future Land Use Plan*, the City can site additional parks and recreation spaces strategically where population increases are expected, so that new developments are supported by adequate recreational infrastructure. The coordination of these plans promotes balanced, sustainable development where parks and green spaces are integrated into residential and commercial areas and livability and a healthy, vibrant community are the end result.

Map 8.2 displays the *Future Land Use Plan* from Chapter 3 and the census tracts with populations that are underserved by community or neighborhood parks. These areas should be prioritized for future park opportunities. As additional development occurs in these areas, the City may consider ways to acquire and develop additional parks and recreation spaces.



Waterview Pkwy and Renner Road

Map 8.2 | Park Priority Areas



LEGEND

- Richardson City Limits
- Municipal Boundaries
- County Boundaries
- Rail Line
- Existing DART Rail Line
- Existing DART Station
- Future DART Rail Line
- Future DART Station
- Existing Roads
- Creeks
- Enhacement Areas
- Neighborhood Residential
- Compact Residential
- Neighborhood Mixed-Use
- Neighborhood Service
- Community Commercial
- Innovation/Industry
- Regional Employment
- Transit Village
- Institutional/Campus
- Parks and Open Space
- Census Blocks Underserved by Neighborhood/Community Parks

0 0.25 0.5 1 1.5 2 Miles

ACTION ITEMS

The Action Items in this chapter are designed to advance Richardson's Guiding Principles by addressing the most critical aspects of the City's parks and open space system. These actions focus on enhancing park access, improving recreational amenities, and supporting sustainable growth, ensuring that Richardson's parks and open spaces contribute to the City's long-term vision.

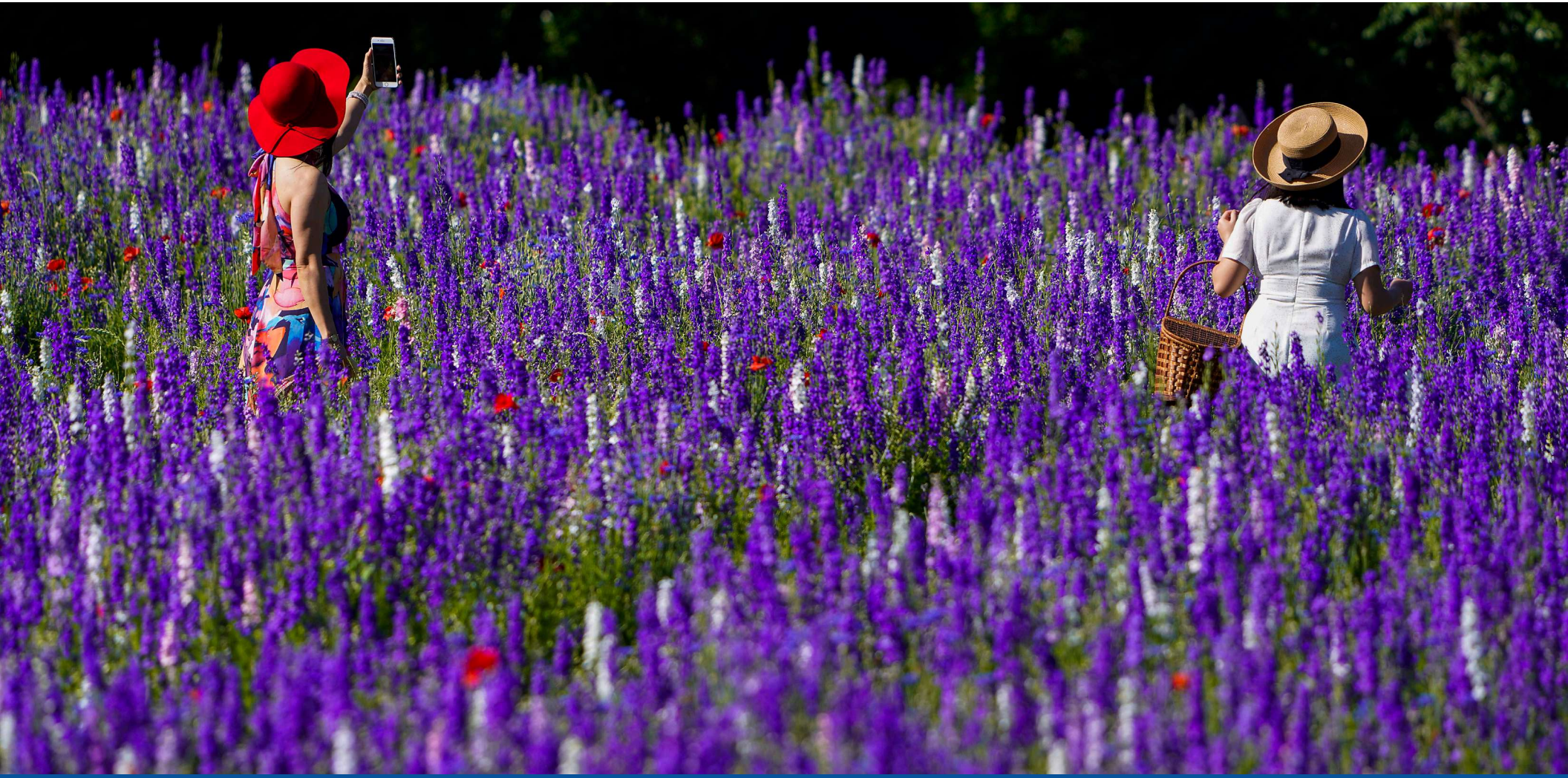
- **Complete Major Parks Plan Initiatives.** Complete the six major initiatives identified in the *Parks, Recreation and Open Space Master Plan* as part of plan implementation.
- **Creative Park Opportunities.** Be mindful of the Level of Service analysis in the City's park master plan as Richardson continues to grow, and seek creative opportunities for new parks and recreational areas to identify improvements and promote access for all Richardson residents.
- **Trail connections.** Implement the construction of trail connections in alignment with the *Parks, Recreation and Open Space Master Plan* and *Active Transportation Plan*, prioritizing the closing of gaps in the current system, additional trail connections to destinations within Richardson, and connections to adjacent cities.
- **Funding Opportunities.** Identify and pursue a mix of funding sources to provide for ongoing maintenance and future improvements to parks, trails, and open space to meet community needs as the city grows.
- **Expand Park Programming and Facilities.** Introduce more active programming, such as fitness classes, community events, or environmental education programs, to make parks more vibrant and engaging.
- **Privately-Owned Public Spaces.** Encourage privately-owned public spaces as creative open space opportunities.



Foxboro Park

CHAPTER 09

Natural Environment



Wildflower Field

This chapter highlights the essential role that preserving the natural environment plays in maintaining the community's quality of life today and ensuring that future generations can enjoy clean air, water, and green spaces as well. It outlines existing initiatives the City has undertaken on its own to protect and enhance its natural areas along with other efforts that are part of a broader regional commitment to sustainability. It describes one piece of a comprehensive approach to creating a resilient and environmentally responsible city, aligning conservation and preservation with the overarching vision of the plan.

While there are references throughout *Envision Richardson* to sustainability, this chapter focuses specifically on water conservation, air quality, tree canopy expansion, floodplain and waterway protection, and other issues that impact the natural environment. As growth continues, safeguarding natural resources becomes even more vital to fostering long-term sustainability, ecological health, and community well-being.

GUIDING PRINCIPLES

The Guiding Principles for this plan element support the community's desire for a sustainable city. They emphasize the need to cooperate with other governments and agencies at a regional level on initiatives related to the environment and to ensure that local efforts are designed to minimize impacts on the natural world.

- Consider the effects of the City's decision-making on the natural environment and identify actions that can be taken at the local level to reduce air and water pollution, decrease water and energy consumption and waste production, and minimize the impacts of climate change.
- Ensure that the City's current initiatives, master plans, and recommendations relative to the natural environment are consistent to reduce environmental impacts.
- Participate in regional efforts to improve air and water quality and preserve natural assets.
- Communicate with Richardson residents and businesses and encourage them to take part in efforts to preserve and protect the natural environment.



Spring Creek Trail

REGIONAL INITIATIVES

Many sustainability initiatives aimed at improving environmental health are coordinated at a regional level. These efforts include watershed protection programs, air quality improvement plans, multi-jurisdictional transportation strategies, and the promotion of energy-efficient development practices. These regional efforts require coordination across multiple jurisdictions since each individual city is limited in terms of how much it can impact shared environmental challenges on its own.

Air Quality

The North Central Texas Council of Governments (NCTCOG) collaborates with federal, state, and local partners to improve air quality in the Dallas-Fort Worth region. Ten of the 12 counties in the NCTCOG region, including Collin and Dallas counties, have been designated as non-attainment areas for ozone by the U.S. Environmental Protection Agency (EPA) under both the 2008 and 2015 National Ambient Air Quality Standards. A non-attainment zone is one that fails to meet the national air quality standards set by the EPA for pollutants like ozone and particulate matter. Reaching non-attainment often results in stricter environmental regulations aimed at improving air quality.

In 2022, NCTCOG released an *Air Quality Handbook* that provides an in-depth analysis of the region's air quality and its ongoing challenges. The handbook highlights the Dallas-Fort Worth area's status as a non-attainment zone for ozone, detailing some of the main contributing factors to mobile emissions. These include:

- High-emitting vehicles and equipment
- Low speeds
- Vehicle idling
- Vehicle miles traveled
- Energy and fuel use
- Cold starts
- Hard accelerations

To address air quality in North Texas, NCTCOG has initiated several air quality improvement programs in cooperation with local governments, the Texas Commission on Environmental Quality (TCEQ), the EPA, the U.S. Department of Transportation, and the Department of Energy (DOE). A comprehensive list of the programs that NCTCOG facilitates to bring awareness to air quality in North Texas is available at www.nctcog.org/airquality.

- **Dallas–Fort Worth Clean Cities.** The Dallas-Fort Worth (D-FW) Clean Cities Coalition works with local fleets to promote practices and decisions to reduce transportation energy use and improve air quality. D-FW was one of the first regions to be designated as part of the DOE Clean Cities initiative in 1995.
- **Clean Fleet Policy.** The Clean Fleet Policy outlines emissions, fuel saving, and partnership goals and provides workable, cost-effective solutions for local fleets to help reduce environmental impact, increase collaboration, and share best practices. Richardson is one of the 90 cities in the region who have adopted the Clean Fleet Policy. The City purchases low emission vehicles and equipment whenever feasible. Additionally, hybrid vehicles have been purchased through federal grants.

Water

Stormwater and runoff from the urban environment can be major sources of pollution in Texas waterways. Storms carry particulates from the atmosphere to the ground and accumulate contaminants from normal activities, such as fertilizing the lawn, littering, blowing grass clippings into storm drains, not bagging pet waste, and washing cars or changing motor oil at home. This pollution moves into storm drains, streams, creeks, and lakes. Community volunteers have placed markers on a number of storm drains throughout the city as a reminder that these drains carry runoff into waterways. The City of Richardson's Health Department website includes a Stormwater Drainage System Guide with information about the city's creek and drainageways and steps that can be taken by individuals to protect them. (For information on the City's water supply and related issues, see Chapter 6, Community Infrastructure)

Another important consideration regarding water and the natural environment is the water supply. The City of Richardson's Stormwater General Permit was recently renewed by the TCEQ with more stringent stormwater controls to improve stormwater quality. The permit requirements include higher standards related to increased levels of capture for floatable debris, less construction sediment runoff, more frequent monitoring of stormwater facilities, and other measures to reduce pollution in waterways.



Huffhines Recreation Center

As requested by TCEQ, the City adopted its most recent *Water Conservation and Water Resource and Emergency Management Plan* in April of 2024. It states that the goal of the plan is to preserve water supplies for essential uses and the protection of public health. The plan includes several objectives:

- To reduce the loss and waste of water
- To improve efficiency in both indoor and outdoor water use
- To maximize the level of recycling and reuse
- To protect and preserve environmental resources
- To extend the life of current water supplies
- To raise public awareness of water conservation and encourage responsible personal behavior through public education programs

One large source of water waste is the watering of yards and landscaping. Over 50% of landscape water is wasted because of overwatering, inefficient watering practices and broken or poorly maintained irrigation systems. The City implements a summer watering schedule for sprinklers and irrigation systems from April through October of each year to help minimize the loss of water due to excess runoff and evaporation. The schedule allows watering at each residence twice a week on designated days based on the home's address. Watering by drip irrigation, soaker hose, or hand-held hose with a shutoff nozzle is permitted on any day at any time. Violations of the schedule as well as other restrictions, such as watering during freezing temperatures or during precipitation can be subject to penalties.

Light Pollution

Light pollution significantly impacts biodiversity and wildlife by disrupting the natural patterns of darkness that many species rely on for survival. Texas is in the path of millions of migratory birds each spring and fall. Because most birds migrate at night, bright city lights can disorient and confuse them, leading to fatal collisions with buildings, which involve up to 1 billion birds in the U.S. annually. Due to high levels of light pollution, the Metroplex ranks as the third most dangerous area in the country for migrating birds.

Currently, Richardson's only regulation addressing light pollution pertains to glare. The code specifies that no use in any district should produce intense glare or direct illumination across property lines in a way that creates a nuisance or detracts from the use or enjoyment of adjacent properties. Outdoor lights must be designed with a light source and reflector that work together to control the light beam, ensuring it is not directed beyond the property's boundary. The allowable maximum light intensity at the property line is limited to one foot candle, except for parks and recreational fields managed by municipalities or school districts.

Lights Out, DFW! is a local campaign of the Texas Conservation Alliance, which advocates for the protection of wildlife and wild habitat in the state of Texas. The goal of the program is to reduce non-essential lighting in the Metroplex to help ensure a darker night sky during bird migration periods. This is an effort that could be promoted to Richardson residents and businesses to protect migratory birds passing through the area.

LOCAL INITIATIVES

The City of Richardson's Environmental Partnership Initiative (EPI) was established to raise awareness and encourage participation in community-driven environmental programs. Its goal is to strengthen community connections and improve the quality of life in Richardson. The EPI is broken into three initiatives:

- **Richardson Plants.** Enhancing the community through all types of properly placed and spaced plantings
- **Richardson Conserves.** Raising awareness about and fostering conservation of natural resources
- **Richardson Informs.** Encouraging involvement in events and programs that promote environmental stewardship

The City also publishes a monthly online *Environmental Resources Newsletter* designed to educate residents and inform them of events, news, and activities related to the natural environment.

The City's Community & Corporate Cleanup Program invites local volunteers to engage in clean-up activities throughout the city. This effort is meant to encourage these volunteers to become committed stakeholders in the effort to improve the aesthetic and environmental quality of the city. Interested groups can choose to work near their home, office, school, or some other familiar place or to work with the City to find a location where trash tends to accumulate, such as in utility and railroad rights-of-way and along creeks, streams, and trails. This program is coordinated by the City's Health Department.

Recycling, Bulk Pick-Up, and Hazardous Waste

Richardson provides weekly recycling collection and curbside brush and bulky item pick-up once a week by request in addition to its regular twice-weekly residential solid waste collection. Following severe storm events, the City has also mobilized to make special collections of vegetative debris, a tremendous service to Richardson residents who would otherwise be responsible for removing and disposing of downed limbs and similar debris themselves.

The City contracts with Republic Services for the processing of its recyclable materials, ensuring that this type of waste is handled efficiently and in accordance with the best and most sustainable practices for recycling. The goal is to minimize the amount of material that goes into the landfills and to make them available for reuse if there is a need. The City also partners with the Citizens Police Academy Alumni Association on events each spring and fall to educate residents and encourage proper recycling and waste disposal. At these events, electronics and medications are collected for disposal, and paper shredding services are offered so that these materials do not have to be added to the landfills. Activities such as these also help promote a strong waste management culture in the community.

Residents also have access to Dallas County's Household Hazardous Waste Collection Center for the disposal of items such as paint, household chemicals, electronics, motor vehicle batteries and fluids, lawn chemicals and pesticides so that toxic chemicals from these materials do not contaminate the soil or groundwater. This facility is located on Plano Road approximately 3 miles south of Richardson.



Phil-up the Blue Bag - Richardson's Recycling Mascot



Richardson Solid Waste Collection

OPEN SPACES AND NATURAL AREAS

Open spaces and natural areas offer exceptional environmental benefits. They allow water to naturally recharge aquifers while filtering pollutants through plants and natural processes, mitigate the urban heat island effect by providing vegetated areas, and enhance air quality through tree canopies and other natural vegetation. Richardson is currently home to two significant natural areas—Breckinridge Park and Spring Creek Nature Area—known regionally as places for people to escape the rigors of daily life and enjoy the pleasures of nature.

Breckinridge Park

Breckinridge Park, Richardson's largest park, is 520 acres at Renner Road and Brand Road in east Richardson. The park was developed in the floodplain of Rowlett Creek and features ponds, natural areas, and trails as well as soccer and baseball fields, a disc golf course, picnic tables and playgrounds, pavilions, and a gazebo.



Breckinridge Park

Spring Creek Nature Area

Spring Creek Nature Area, the second largest park in Richardson, is a hardwood forest spanning more than 100 acres just south of the CityLine development at the southwest corner of Renner Road and Plano Road. Established in 1991 with a generous 51-acre donation of land from the Margaret Hunt Hill family, the area was significantly expanded in 2015 when the City of Richardson acquired four additional tracts, more than doubling its size to 107 acres. The area is rich in history and its surroundings have connections to the Caddo Indians and some of Richardson's earliest settlers.

The Nature Area features entry portals marked by large blocks of textured granite with leaf-shaped cutouts and include shaded plaza areas with leaf-shaped sculptures and seating pods to reflect the area's natural theme. These portals offer space for relaxation along the 3/4-mile Perimeter Trail, which circles the park and provides access to the internal hike-and-bike in trails. It also features a system of multi-use trails, natural areas, a hardwood forest, a pedestrian bridge over Spring Creek, picnic benches, and a horseshoe pit.

Floodplains

Floodplains are crucial for environmental quality and flood mitigation. In their natural state, they are characterized by low-lying topography adjacent to waterways and are prone to flooding. Floodplains provide essential wildlife habitats and help protect developments from flooding. When integrated with trails and interpretive signage, these areas also offer valuable educational opportunities.

The City's general approach to floodplain management in Richardson is to leave the floodplain in a natural state. If the natural state is not stable or floodplain modifications are necessary, there is a City permitting process that applies. The process is in place to ensure that no adverse conditions are created within the floodplain for adjacent parcels or downstream of the improvements. Coordination may also be required with the Federal Emergency Management Agency (FEMA) to ensure compliance with federal regulations.

Richardson is largely built-out and the potential for growth in many areas is through redevelopment. Redeveloping areas that abut or lie partially in the floodplain present both opportunities and challenges, particularly in terms of how to incorporate low-impact design into new construction to minimize environmental impacts and manage stormwater sustainably. When applied to redevelopment projects in floodplains, techniques such as permeable pavements, green roofs, bioswales, and rain gardens, can help manage runoff, reduce flooding risks, and protect natural habitats. Applying these principles not only enhances the resilience of the development to flooding events, but also improves water quality and preserves the ecological functions of the floodplain. By incorporating low-impact design into redevelopment plans, cities can balance growth with environmental stewardship, ensuring that floodplains remain functional and beneficial and new development or redevelopment is accommodated.

Nature in Parks

Parks often feature developed areas with playgrounds, courts, and fields, but there is an opportunity in these environments to preserve natural conditions and allow for passive recreation as well. These natural areas should be maintained in their native state to foster biodiversity and enhance environmental quality. They can be designed as "no-mow" zones, where grasses and wildflowers flourish to support the local ecology or they can incorporate gardens to create habitats for bees, butterflies, and other essential pollinators. Richardson has been recognized for years for its tradition of integrating wildflowers into the landscaping of medians and other right-of-way, parks, and open spaces. This not only enhances the beauty of these areas, some of which might otherwise go unnoticed, but also supports the pollinators that are so crucial to the area's ecology.

SUSTAINABILITY

Protecting the natural environment requires the collective efforts of the entire community. By encouraging the active participation of every individual and organization and providing resources for sustainable living, the City strives to create a culture of environmental responsibility where everyone contributes to the preservation and enhancement of the natural surroundings.

URBAN TREE CANOPY AND BIODIVERSITY

The City of Richardson is dedicated to enhancing its green spaces and biodiversity through a variety of programs focused on expanding the tree canopy and supporting local ecosystems. In Texas, native vegetation plays a critical role in maintaining ecological balance, conserving water, and promoting local biodiversity. This chapter primarily addresses biodiversity as it pertains to plant and vegetation in Richardson. Native plant species are well-adapted to the state's unique climate conditions. They are drought-tolerant, require less maintenance, and provide vital habitat for pollinators and wildlife. Mature canopy trees filter air pollution, provide much-needed shade, and increase property values. Encouraging the use of native vegetation in landscaping and development projects can also reduce the need for irrigation and chemical fertilizers, contributing to more sustainable water management practices. The City promotes the use of native plants by offering resources and guidelines to residents, landscapers, and developers to assist them in their efforts to incorporate these species into urban and suburban landscapes and to align conservation goals with the City's land use planning requirements.

STAKEHOLDER INPUT

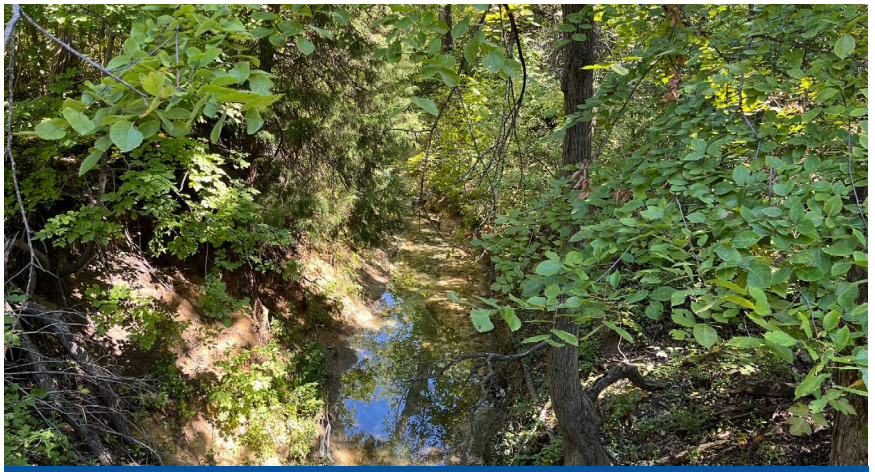
In the opinion of participants at the June 2024 Open Houses, the ranking of the five strategies polled for the Natural Environment was:

1. Preserve and grow the urban tree canopy
2. Incorporate native vegetation into design standards
3. Resilient design practices in parks and street design
4. Energy efficient building codes
5. Create pollinator gardens in parks and open spaces

Community Summit 3



Crowley Park



CityLine Park

Below are initiatives the City is currently promoting to preserve and expand biodiversity and sustainable practices related to trees and other vegetation in Richardson:

- **Richardson Replants.** In response to a storm in May of 2024 that resulted in the loss of over 260,000 cubic yards of vegetative debris, Richardson Replants provides free trees to residents looking to replace storm damaged trees on their property and to mitigate the loss of trees in parks, greenbelts, and medians.
- **Matching Fund Beautification.** Since 1972, the City of Richardson has installed landscaping in over 400 medians and parkways throughout the community, many under the Matching Fund Beautification Program. In this program, citizens, businesses, and civic groups share equally with the City in the costs associated with these right-of-way beautification projects. The installations are designed by staff and consultants to incorporate applicants' preferences and use plants from the City's approved list, which consists primarily of North Texas natives. The goal is to enhance the beauty of Richardson's neighborhoods and commercial areas, increase property values, improve the City's image, and foster community pride. Once a project is complete, the City takes on the responsibility for ongoing maintenance.
- **Wildflower Planting/Operation Bloom Town.** Each year, the Parks and Recreation Department plants over 45 acres of wildflower seeds across municipal parks, in street medians and parkways, and on the City Hall campus. This tradition began in 1990 with a trial planting at Campbell Ridge Park and has since expanded to include most parks and numerous medians and parkways throughout the city. The popularity and success of these plantings led to the theming of the Wildflower! Arts & Music Festival, which takes place in the Galatyn Park area in May of each year. The festival continues to celebrate the community's colorful wildflower scenery. The Operation Bloom Town program invites residents, neighborhood associations, nonprofit organizations, and businesses to contribute to "painting the landscape" around their homes and workplaces by funding wildflower plantings in medians, parkways, parks, or other public areas that could benefit from the added color.
- **Community Garden Partnerships.** The City provides a 95% water subsidy to help support community gardening initiatives throughout the community.



Wildflower Festival



Wildflowers at Breckinridge Park

Preserving and Expanding the Tree Canopy

Tree conservation practices involve protecting existing trees and ensuring the sustainable management of forests and green spaces. In May of 2024, the City of Richardson adopted a tree mitigation and preservation ordinance that lays out the requirements for preserving, replacing, and mitigating trees affected by construction projects on all properties except developed single-family residential lots. Under the new regulations, individuals who remove certain trees must either replant trees based on ordinance requirements for mitigation, or pay the City a fee based on the size of the tree being removed. Funds from tree mitigation payments are designated for the planting of new trees or other vegetation in the city.

Integrating tree canopy protection and native vegetation practices into development and land use plans is essential for achieving long-term sustainability goals. It ensures that policies designed to protect trees and native plants are considered in the planning stages of new projects rather than as an afterthought. By aligning development policies with environmental goals, Richardson can create urban environments that not only support growth, but prioritize the health of natural ecosystems, enhancing resilience, improving air and water quality, and contributing to a higher quality of life for all residents.

To further protect and enhance the urban tree canopy, cities can consider conducting a comprehensive tree canopy study. These studies provide valuable insights into the current state of the City's tree coverage. Findings of such studies include:

- Number of trees
- Percent tree coverage
- Most common species of tree
- Pollution removal
- Carbon storage
- Carbon sequestration
- Oxygen production
- Replacement value

By gathering detailed data, cities can set informed goals and benchmarks for tree canopy preservation and expansion. Such findings could help the City identify areas in need of protection, plan for new plantings, and develop targeted strategies to address threats such as disease or development pressures. This proactive approach will promote a resilient and thriving urban forest that continues to provide ecological, aesthetic, and community benefits.



Cottonwood Park

RESILIENT DESIGN PRACTICES

Design practices play a crucial role in protecting the natural environment and promoting community resilience. By adopting and implementing the most up-to-date building codes and incorporating principles such as sustainable site planning and low-impact development, designers can mitigate environmental impacts and enhance the community's ecological health.

Up-to-date building codes and sustainable practices could include a variety of strategies to enhance environmental performance and resilience. These might focus on energy efficiency measures such as high-performance insulation, energy-efficient HVAC systems, and the use of renewable energy sources like solar or wind power. Sustainable materials, such as reclaimed wood, recycled steel, or low-VOC paints, can be emphasized to reduce environmental impact. Practices to minimize construction waste, such as recycling demolition materials or using modular construction methods, can be incorporated, along with water conservation technologies like low-flow fixtures, rainwater harvesting, and drought-tolerant landscaping. Codes might also promote smart building technologies, passive design techniques to optimize natural light and ventilation, and adherence to standards like Leadership in Energy and Environmental Design (LEED) or WELL Building Standard for broader environmental and occupant health goals.



Example of a Rain Garden

Low-Impact Development/ Green Infrastructure

Another option is the use of natural and semi-natural areas and environmental features to absorb and filter runoff, reducing water pollution, flooding, and habitat degradation and preventing erosion and strain on conventional drainage systems. This type of green infrastructure can enhance both the beauty and the functionality of urban environments by managing stormwater runoff at its source. It also helps to manage heat, improve air quality, and support biodiversity. Investing in sustainable solutions such as green infrastructure is an effective strategy for creating resilient communities that can adapt to changing weather patterns and increasing urbanization.

As stated earlier in the chapter, as areas within the city redevelop, there is an opportunity to incorporate Low-Impact Design (LID) to minimize environmental impacts. These techniques, also commonly referred to as green infrastructure, are particularly applicable in areas where traditional development practices might exacerbate issues such as flooding, erosion, or water pollution. LID is especially effective in urban and suburban settings where impervious surfaces like roads and buildings can disrupt natural water flow and contribute to runoff. Examples of LID (green infrastructure) techniques that can be integrated into design include:

- **Permeable Pavement.** A pavement surface that allows water to pass through, reducing runoff and promoting groundwater recharge
- **Green Roofs.** Roofs covered with vegetation that absorb rainwater, reduce heat island effects, and improve insulation
- **Rain Gardens.** Shallow, landscaped depressions designed to collect and filter stormwater through plants and soil
- **Bioswales.** Vegetated channels that slow, filter, and convey stormwater while providing habitat and aesthetic benefits
- **Vegetated Swales.** Grassy or landscaped channels that capture and manage runoff, allowing for infiltration and filtration
- **Infiltration Trenches.** Trenches filled with gravel or other permeable materials that collect and filter stormwater
- **Rainwater Harvesting Systems.** Systems that collect and store rainwater for reuse in irrigation and other non-potable uses
- **Constructed Wetlands.** Engineered systems designed to treat and manage stormwater through natural processes and vegetation
- **Tree Canopy Coverage.** Strategic planting of trees to intercept rainfall, reduce runoff, and provide shade and cooling benefits
- **Green Walls.** Vertical gardens that provide insulation, improve air quality, and manage stormwater through plant absorption.
- **Urban Forests.** Densely wooded areas in a city that can help improve air quality, buffer sound, lower temperatures, and reduce and slow stormwater runoff.

Site design should also carefully consider floodplains and the natural environment, working with the characteristics of the land to enhance ecological integrity and reduce environmental impact. Incorporating floodplain management into site planning ensures that these areas are preserved and utilized to manage stormwater effectively, mitigating flood risks and protecting natural habitats. Opportunities to preserve natural areas, such as pocket prairies, should be a priority. Pocket prairies are small, localized patches of native grasslands that support diverse plant and animal species, providing critical habitat and contributing to biodiversity. Developers should be encouraged to integrate these natural elements into site designs to create spaces that respect the land's inherent features, offer ecological benefits, and enhance community resilience.



Example of a Permeable Pavement

ACTION ITEMS

- **Partnerships and Collaboration.** Continue to work with regional partners on initiatives to make the community more environmentally sustainable.
- **Education and Awareness.** Continue to spread awareness of sustainable practices in the community across social media platforms and City newsletters.
- **Landscape Ordinance Review.** Review the City's landscaping requirements on a periodic basis to ensure they encourage the use of native and drought-tolerant species.
- **Water-Efficient Initiatives.** Encourage the adoption of citywide water-efficient practices and technologies.
- **Reduced Environmental Impacts.** Ensure that the City's current initiatives, master plans, and recommendations relative to the natural environment are consistent with the goal of reducing environmental impacts.
- **Environmental Approach.** Consider an environmental approach that assesses the status of water pollution, water and energy consumption, and waste production to develop goals and benchmarks the City organization should strive to achieve in the future.
- **Low-Impact Development (LID).** Update zoning ordinances and building codes as required to encourage LID practices, such as the use of permeable pavements, bioswales, and green roofs in new developments.
- **Green Infrastructure.** Integrate green infrastructure into municipal buildings and public spaces to demonstrate its benefits to the community, and build or retrofit public infrastructure projects, including parks and streetscapes, with LID techniques such as rain gardens, permeable pavements, and vegetated swales.
- **Reduced Light Levels.** Encourage Richardson residents and businesses to reduce non-essential lighting during bird migration periods to protect birds from colliding with buildings as they pass through Richardson on their migratory journey.

CHAPTER 10

Enhancement Areas



Main Street at McKinney Street Looking West

Envision Richardson is a plan intended to accommodate all those who want to live or work in Richardson now and in the future. Because of the limited amount of undeveloped land remaining in the city, several developed areas have been identified for reinvestment and/or redevelopment geared towards achieving the community's vision for the years ahead.

This approach towards reinvestment and redevelopment is not new to Richardson. The *2009 Comprehensive Plan* identified six areas of the community that warranted additional study due to their potential for enhancement and/or redevelopment. Since completion of the plan, vision studies were conducted in four of the six areas identified as having potential for redevelopment. Those Enhancement/Redevelopment Area vision studies led to the City proactively rezoning properties in each area and making major infrastructure investments for the purpose of implementing the visions. Today, several of the enhancement areas identified in the *2009 Comprehensive Plan* are experiencing significant reinvestment and redevelopment in accordance with the visions established for each area.

Portions of the Central and Main Street/Old Town Enhancement Areas identified in the *2009 Comprehensive Plan* have evolved into the CORE District which has led to several successes in the area including the Belt & Main mixed-use development, several shops and restaurants including Eiland Coffee Roasters, Four Bullets Brewery, Lockwood Distillery, and many more, with more businesses in the pipeline. The East Arapaho/Collins Enhancement Area evolved into the Richardson IQ®, which is quickly becoming known as a living laboratory for big ideas and ground-breaking technology. The IQ® is home to technology-related start-ups, corporate research and development, manufacturers, education institutions, nonprofit organizations, restaurants, entrepreneurs, designers, researchers, inventors, educators and students.

Of the two remaining Enhancement Areas identified in the *2009 Comprehensive Plan*, the Coit Enhancement Area was reviewed early in the *Envision Richardson* process, and it was determined that the area was functioning very well and did not warrant further study, and the West Arapaho Enhancement Area was included for further study as part of the *Envision Richardson* process.

Five Enhancement Areas have been identified through the public input received during the *Envision Richardson* process, each with the potential for adaptive reuse, reinvestment, and/or redevelopment. These areas include:

- West Campbell
- West Arapaho
- West Spring Valley
- Belt Line/Bowser
- Belt Line/Plano



Richardson IQ® Headquarters

GUIDING PRINCIPLES

The Guiding Principles relative to the Enhancement Areas were developed from input gathered beginning in the earliest phase of the planning process and continuing through Community Summit 2. These principles focus on targeted investment and incentives in these areas, ensuring community involvement, and considering the impacts of redevelopment on people living in the areas that may undergo change.

- Focus City investment in locations that provide special opportunities for new investment/reinvestment (Enhancement Areas).
- Involve property owners, neighbors, and other interested parties in the creation of development concepts for the Enhancement Areas.
- Use incentives wisely and creatively to encourage private sector improvements in these areas.
- Minimize the displacement of existing residents due to new development/ redevelopment.

WHAT IS AN ENHANCEMENT AREA

The concept for *Envision Richardson's* Enhancement Areas builds upon the approach used to select Enhancement/ Redevelopment Areas in the *2009 Comprehensive Plan*. That approach was to determine locations within the community that were underperforming due to changes in market trends, shifting demographic preferences, new technologies, or outdated building formats. Following the completion of the Comprehensive Plan, the City initiated additional studies to better understand the potential for these areas and to inform a vision and set unique strategies to encourage reinvestment and redevelopment. The *Envision Richardson* process built upon the approach from the *2009 Comprehensive Plan* by facilitating more detailed discussions with community stakeholders related to the preferred vision for each Enhancement Area, as well as preferred primary and secondary land uses envisioned for each. The benefit of this updated approach is that *Envision Richardson* includes much more detail related to the desired vision of each Enhancement Area and will be able to move forward with a focus on applying the PlaceTypes and implementing the vision for each area.

SUSTAINABILITY

Focus on the City's Enhancement Areas in the form of reinvestment, adaptive reuse, and redevelopment is a sustainable tool that the City can use to ensure that Richardson maintains its desirability while encouraging residents and businesses to locate where infrastructure is already available.

Identifying the Enhancement Areas

The five Enhancement Areas were identified through a process that reviewed key indicators of ripeness for reinvestment within several underperforming areas of the city. Those indicators included the ratio of building to land value, parcel size, parcel configuration (i.e. does the general configuration lend itself to redevelopment), vacancy rates, rental/lease rates, age of improvements and building class, owner tenure and owner location (i.e. local or non-local). Possible additional areas were also evaluated based on input received at the Community Summit 1.

During this first summit, one activity focused on four potential reinvestment areas identified by the City and the consultant team through the process identified above for public comment. Participants were asked to identify locations within each of the Enhancement Areas where improvements were needed, and to provide detailed descriptions of these improvements, which could include elements such as landscaping, sidewalks or crosswalks, building exterior and/or site lighting upgrades, or changes to traffic flow and on-site circulation. They were also invited to point out any assets or features within the Enhancement Areas that might present special opportunities for future investment. In a separate activity, participants were asked to identify additional locations within the city that might be considered for enhancement. The consultant team brought the results of the community feedback exercise to a joint session of the City Plan Commission and City Council, and based on their feedback, West Campbell, West Arapaho, Belt Line/Plano, West Spring Valley, and Belt Line/Bowser were selected for further visioning with the community.

Crafting the Visions

Community Summit 2 featured opportunities for participants to provide feedback on what they envisioned as the types of activities, and the primary and secondary PlaceTypes that they would like to see in the final five areas selected for more detailed study. Based on feedback from these activities, vision statements were drafted to reflect the community's aspirations for each of the Enhancement Areas.

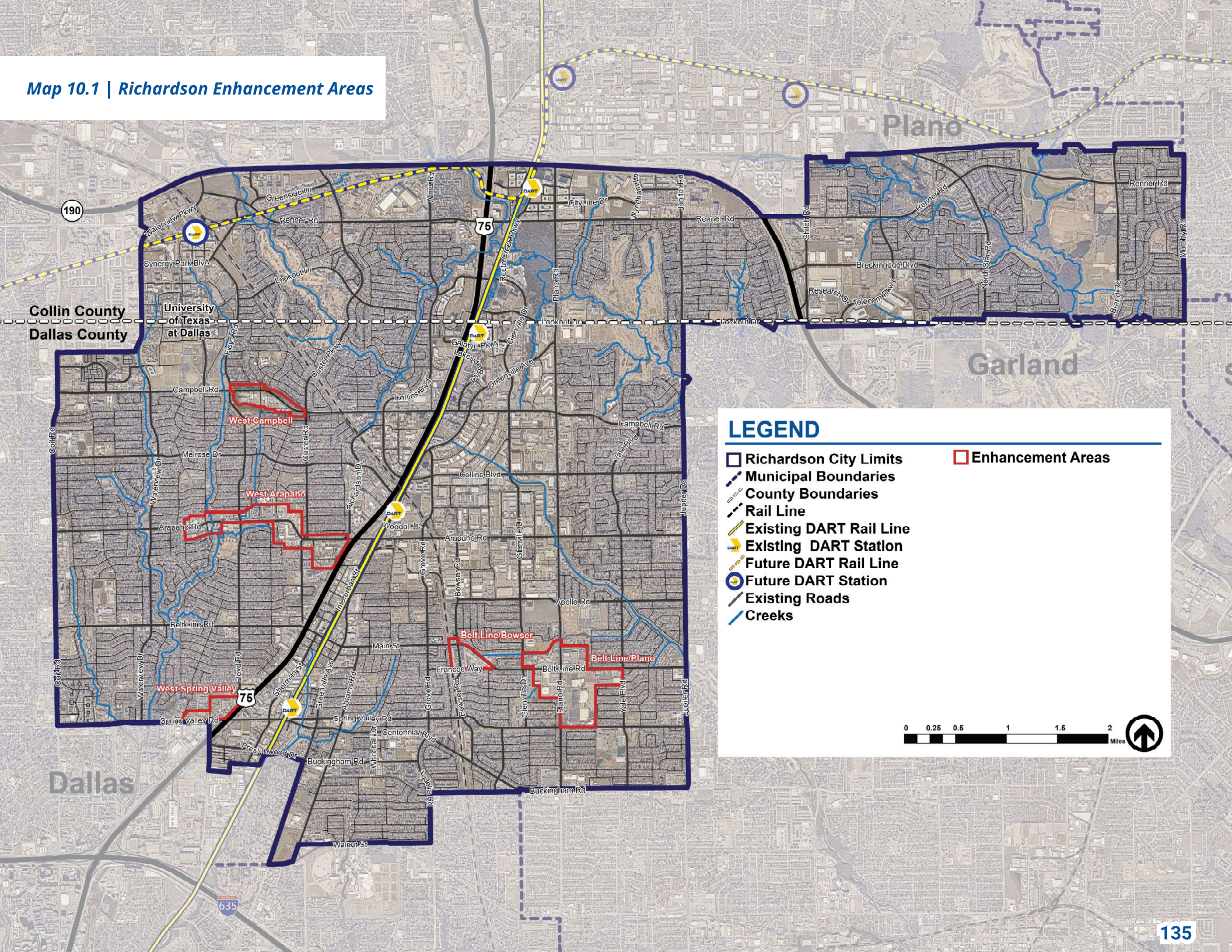
As part of Community Summit 3, participants were asked to indicate their level of agreement—Agree, Neutral, or Disagree—with the draft visions. Overall, the community showed strong support, with 74% or more agreeing with the vision statements for each area. A complete recap of the feedback received regarding the vision for each of the five Enhancement Areas is available on the City website.

STAKEHOLDER INPUT

More than 88% of the participants in Community Summit 3 agreed with the Vision Statements for the Enhancement Areas.

Community Summit 3

Map 10.1 | Richardson Enhancement Areas



West Campbell

The West Campbell Enhancement Area covers approximately 54 acres and consists primarily of low-intensity commercial development, including restaurants, retail and variety stores, a gas station, an indoor go-kart facility, several small office buildings, and a few residential properties. This area is directly bordered by residential neighborhoods and several institutional uses, including the University of Texas at Dallas. It was selected as an Enhancement Area due to its relatively high occurrence of the ripeness for reinvestment indicators (the site ranked #3 out of the six areas studied) and based on the community's desire to see it included for additional study. The vision statement for the West Campbell Enhancement area is:

> ***The West Campbell area is envisioned as a mix of low-intensity residential and nonresidential uses. Retail, office, and service uses could support nearby neighborhoods as well as people outside the immediate area.***



Campbell Ridge Park

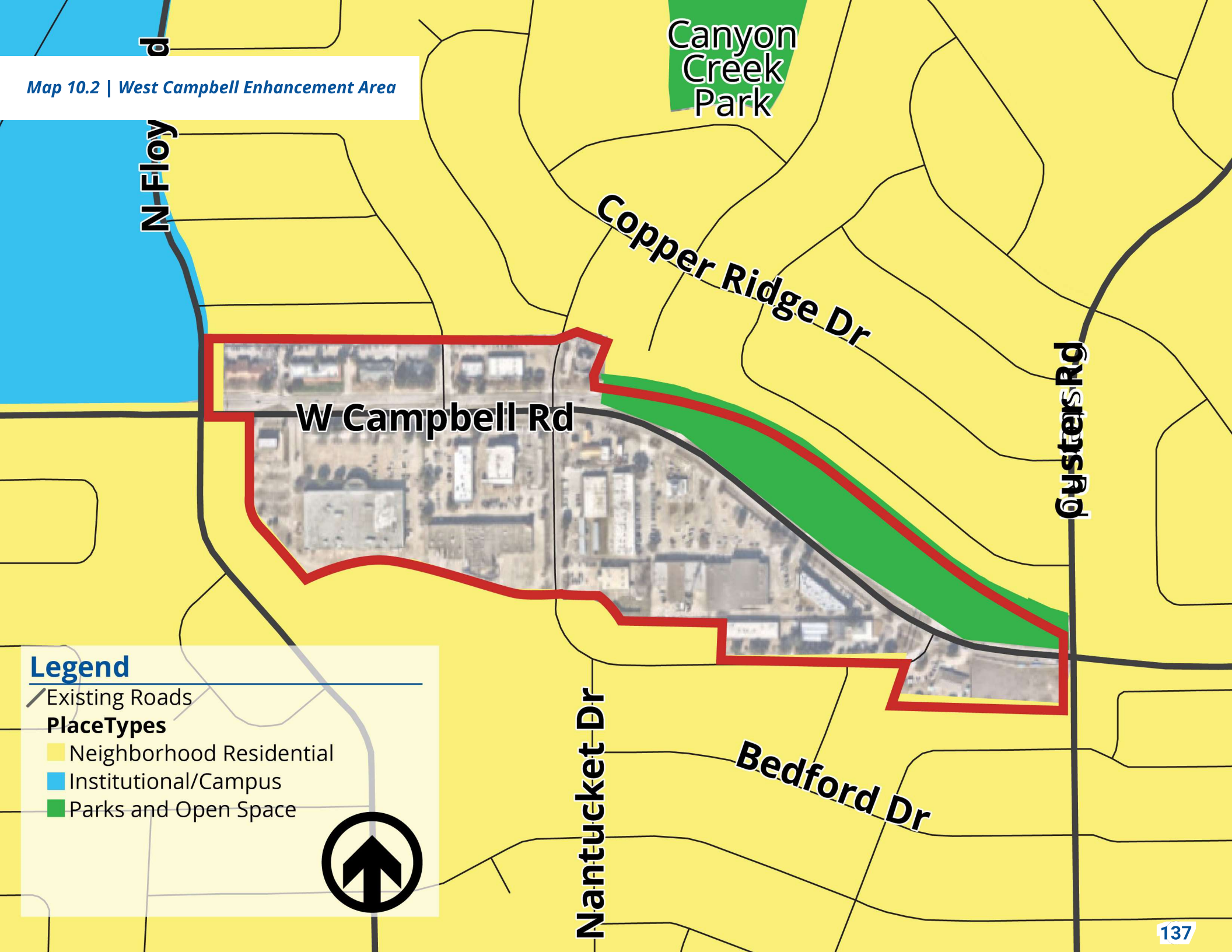
The primary PlaceTypes envisioned by the community for this Enhancement Area included Neighborhood Mixed-Use, Community Commercial and Compact Residential. The preferred secondary PlaceTypes included Neighborhood Mixed-Use, Neighborhood Service and Compact Residential.

The West Campbell vision statement was supported by 75% of the community, while 13% were neutral and 12% disagreed. In the comments recorded during the process, some felt that restricting high- or mid-density housing was a missed opportunity. Others suggested uses including a food and gathering hall with outdoor activity spaces. Additionally, many emphasized the importance of creating a walkable, compact Enhancement Area featuring wide sidewalks, abundant trees, and reduced parking.



Shopping Center on W. Campbell Road

Map 10.2 | West Campbell Enhancement Area



West Arapaho

The West Arapaho Enhancement Area spans approximately 157 acres and is comprised mostly of low-intensity commercial and office buildings. Business in the Enhancement Area includes restaurants, office spaces, auto-related businesses, a strip mall, and a grocery store as well as City Hall and the Richardson Public Library. The area is bordered primarily by residential neighborhoods, but also touches Heights Recreation Center/ Heights Family Aquatics Center/Heights Park. It was selected as an Enhancement Area due to its relatively high occurrence of the ripeness for reinvestment indicators (the site ranked #2 out of the six areas studied) and based on the community's desire to see it included for additional study (the area also ranked #2 based on the community's priority).



Richardson Public Library

The vision statement for the West Arapaho Enhancement Area is:

> ***West Arapaho area is envisioned as an extension of the existing neighborhoods, with a mix of low-intensity uses that could transition to higher intensities near US 75. These uses could include residential options, neighborhood-serving retail, office, and service activities, and supporting parks/ open space.***

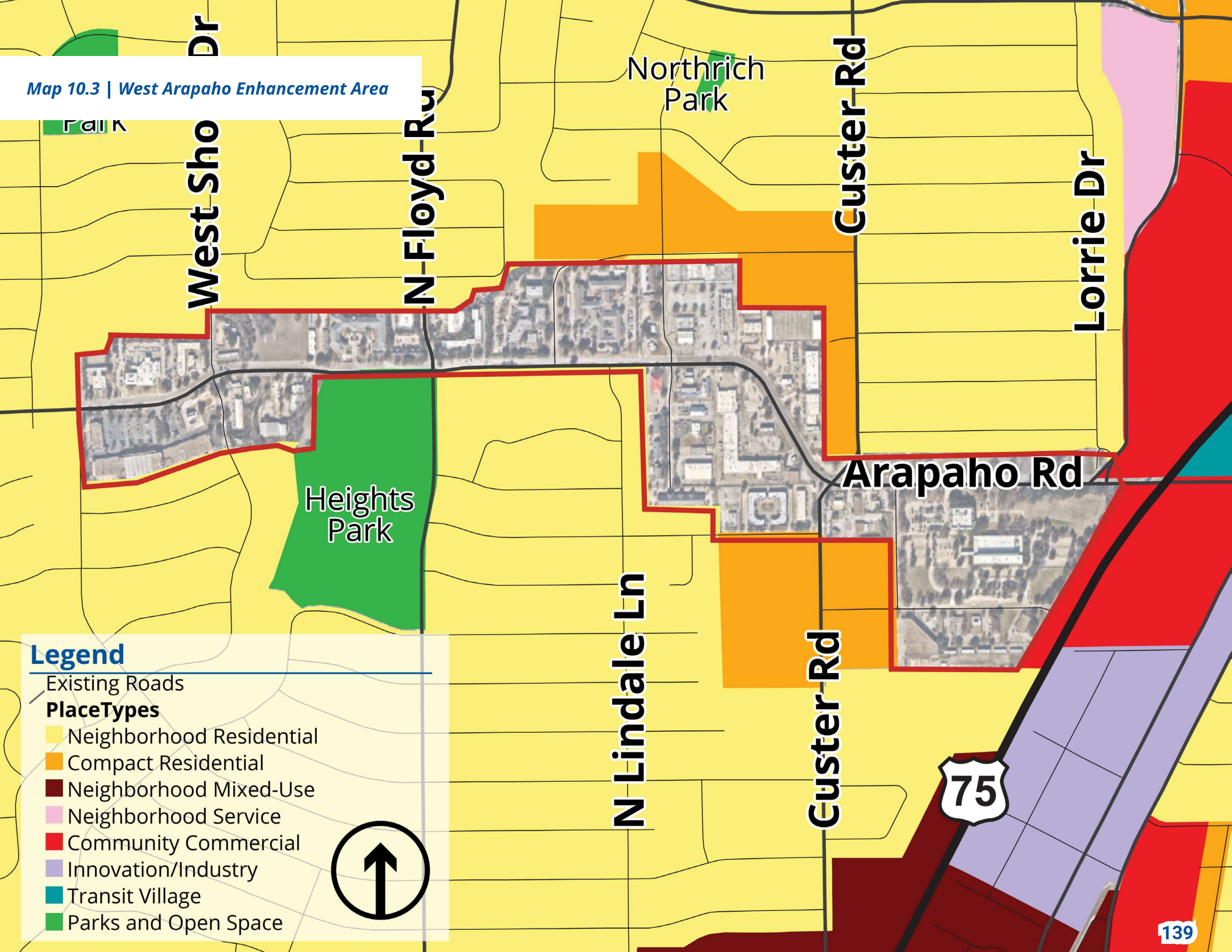
The primary PlaceTypes envisioned by the community for this Enhancement Area included Neighborhood Mixed-Use, Neighborhood Service and Neighborhood Residential. The preferred secondary PlaceTypes included Neighborhood Mixed-Use, Neighborhood Service and Parks and Open Space.

76% of the community supported the vision statement, 13% were neutral, and 11% disagreed. Several participants at the workshop suggested the area should include Neighborhood Mixed-Use development, while also maintaining some of the existing neighborhood services.



Shopping Center on W. Arapaho Road

Map 10.3 | West Arapaho Enhancement Area



West Spring Valley

The West Spring Valley Enhancement Area spans approximately 37 acres and is made up mostly of older commercial buildings and uses and multifamily developments. The area is bordered primarily by low-density residential and institutional uses. US 75/Central Expressway lies to the east and the City of Dallas is across Spring Valley Road to the south. While this area was included as an Enhancement Area in the 2009 Comprehensive Plan and had additional studies including visioning and rezoning, the area warrants additional study due to the area not receiving the levels of reinvestment that the City had initially envisioned. The vision statement for the West Spring Valley Enhancement Area is:

> ***The West Spring Valley area is envisioned as a mix of higher-intensity commercial uses, neighborhood-serving retail, office, and service uses, and various low-intensity housing types.***

While this statement generally aligns with the vision from the 2010 *West Spring Valley Corridor Reinvestment Strategy,* which included "*...many quality housing choices, desirable shops and restaurants and attractive natural areas...*", the input received during the *Envision Richardson* process did seem open to a less intense level of development for the area. The key to achieving the updated vision for the area will be to review the West Spring Valley zoning that was adopted in 2011, and to identify any updates that need to occur to align with the updated vision and to remove any barriers to investment. The primary PlaceTypes envisioned by the community for this Enhancement Area included Neighborhood Mixed-Use, Community Commercial and Compact Residential. The preferred secondary PlaceTypes included Neighborhood Mixed-Use, Neighborhood Service and Compact Residential.

71% of the community agreed with the vision statement, 18% were neutral, and 11% disagreed. Participants felt the area should include more features and establishments that are easy to walk to from the neighborhoods and ones that support the surrounding residents. Additionally, they thought more mixed-use and walkable areas should be developed with separated bike lanes and reduced parking requirements.

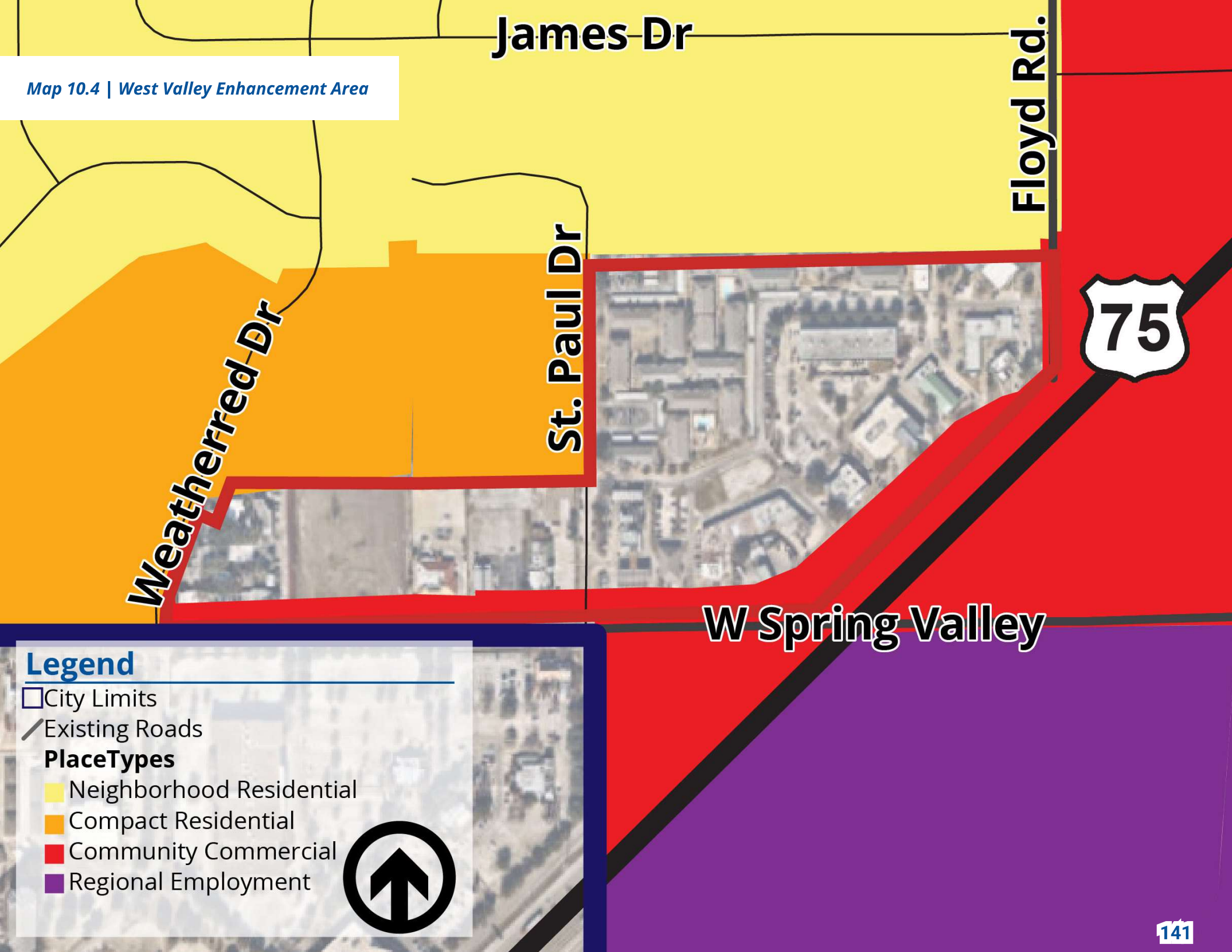


Valley Estates Apartments



Shopping Center at Spring Valley and Central Expressway

Map 10.4 | West Valley Enhancement Area



Belt Line/Bowser

The Belt Line/Bowser Enhancement Area encompasses approximately 25 acres and is comprised of multifamily residential uses and low-intensity commercial, such as retail, restaurant, auto-related uses, and a plant nursery.

The vision statement for the Belt Line/Bowser Enhancement Area is:

> ***The Belt Line/Bowser area is envisioned as a mix of low-intensity housing types along with retail, office, and service activities.***

The primary PlaceTypes envisioned by the community for this Enhancement Area included Neighborhood Mixed-Use, Compact Residential, and Neighborhood Service. The preferred secondary PlaceTypes included Neighborhood Service, Neighborhood Mixed-Use and Compact Residential.

69% of the community agreed with the vision statement, 21% were neutral, and 10% disagreed. Comments recorded during the process emphasized that the area is home to Richardson residents and the revitalization efforts should be mindful to avoid displacement. Moreover, commenters stated that any new housing developments should cater to a range of income levels. There is also potential for developing small businesses alongside the existing retail strip center and plant nursery.

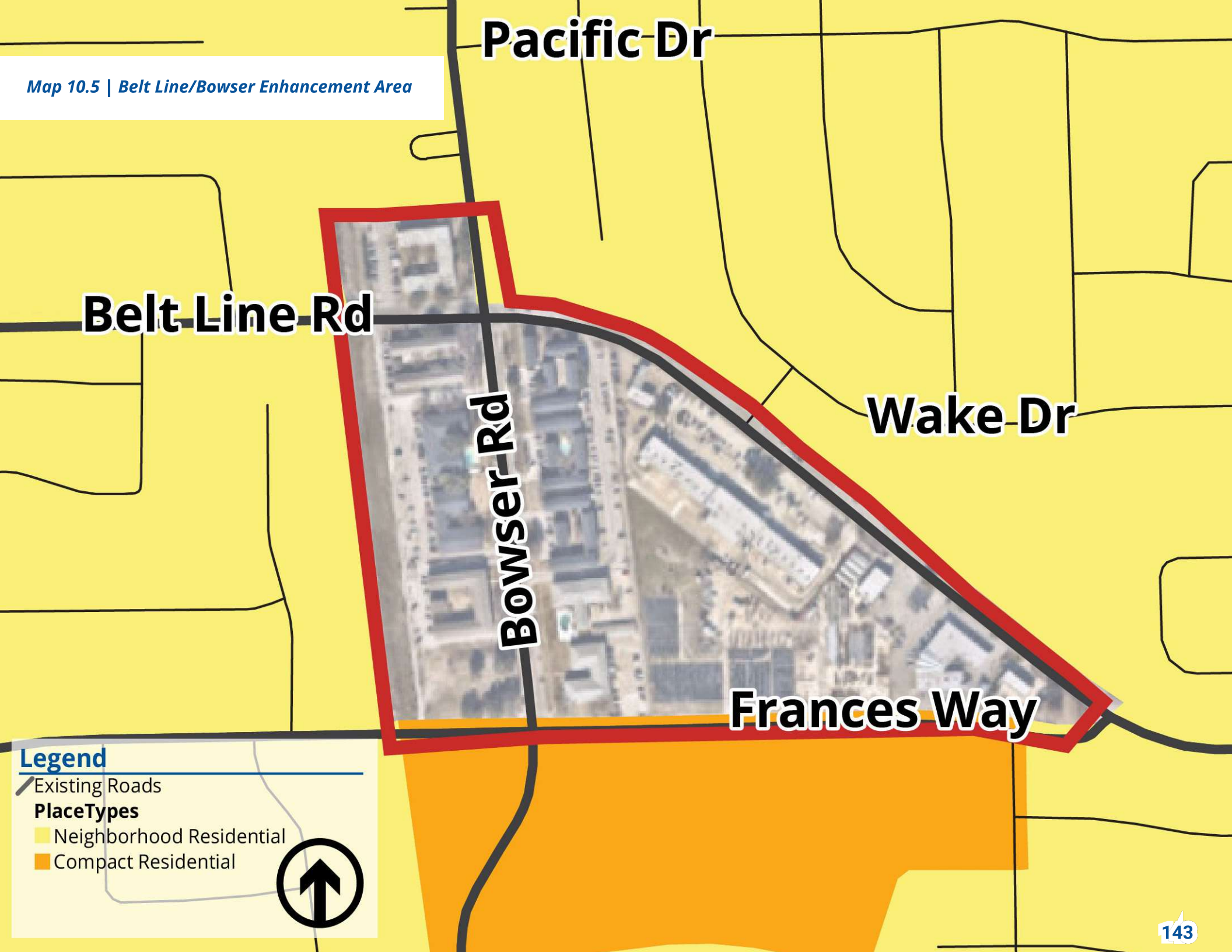


Bayberry Square Shopping Center



High Oaks East and West Apartments

Map 10.5 | Belt Line/Bowser Enhancement Area



Belt Line/Plano

The Belt Line/Plano Enhancement Area covers approximately 178 acres and consists primarily of small- and large-scale commercial and retail centers. Businesses include big box retail, restaurants (many of them with drive-through windows), fitness centers, auto-related uses, and a hardware store. The area is bordered primarily by single-family residences and is within easy walking distance of parks, trails, and schools. While this Enhancement Area ranked lowest of the six areas studied regarding its ripeness for reinvestment, it was chosen as a Reinvestment Area based on the community's desire to see it included for additional study (the area ranked #1 based on the community's priority). The vision statement for the Belt Line/Plano Enhancement Area is:

> ***The Belt Line/Plano area is envisioned as a mixed-use environment with neighborhood-serving retail, office, and service uses. New low-intensity residential uses and new commercial uses that would serve more than the surrounding neighborhoods are also part of the vision.***

The primary PlaceTypes envisioned by the community for this Enhancement Area included Neighborhood Mixed-Use, Community Commercial and Neighborhood Service. The preferred secondary PlaceTypes included Neighborhood Service, Neighborhood Mixed-Use and Compact Residential.

73% of the community supported the vision statement, 17% were neutral, and 10% disagreed. Some of the comments received indicated that the area should incorporate more high-intensity housing in the areas furthest from the existing neighborhood, with a tapering in density closer to the neighborhood to a level that is compatible with the existing development. Furthermore, participants felt that new development/redevelopment has the potential to serve more than just the surrounding neighborhoods.

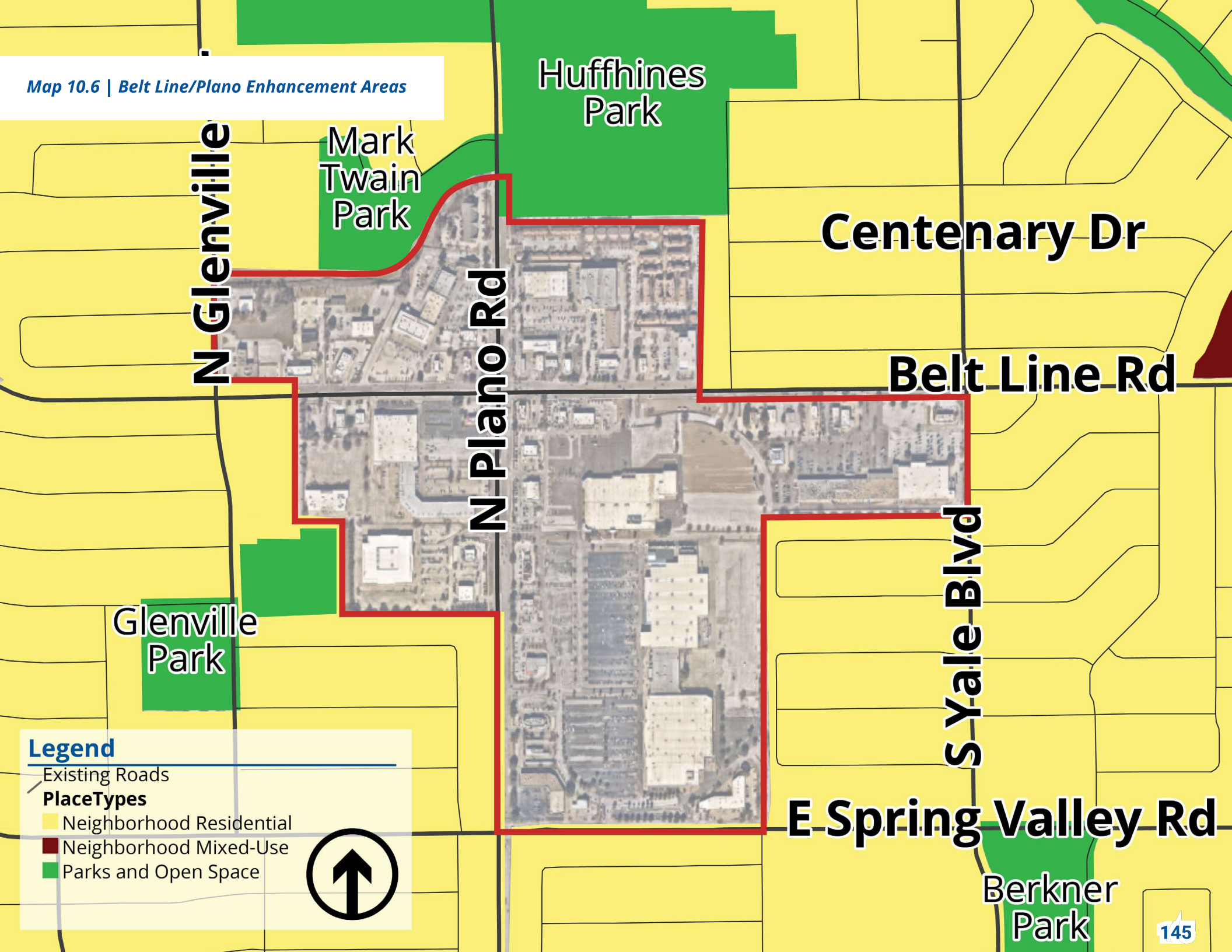


Richardson Square Shopping Center



Northeast Corner, Belt Line Road and Plano Road

Map 10.6 | Belt Line/Plano Enhancement Areas



Next Steps

The incorporation of Enhancement Areas into Richardson's 2009 Comprehensive Plan provided a catalyst for positive change that the community wanted to see in several of the City's aging development areas. The following Action Items summarize the recommended next steps to further the vision and implementation of the plans for the Enhancement Areas.

ACTION ITEMS

Most of the Action Items for this plan element pertain to establishing more detail for implementing the recommendations for the Enhancement Areas and achieving a unique vision for each one.

- **Focused Community Engagement.** Engage the community surrounding each Enhancement Area in additional dialogue to further refine the mobility, urban design, and amenity features that will support the overall vision for each location.
- **Detailed Market Analysis.** Conduct a detailed market analysis for each of the Enhancement Areas to refine the market-supported mix of PlaceTypes appropriate for each one.
- **Regulatory Review.** Conduct a review of current zoning requirements in each Enhancement Area for alignment with the vision, and consider proactive rezoning of each Enhancement Area where such rezoning will remove a significant barrier to adaptive reuse, redevelopment, or reinvestment. (This action could be combined with the other Action Items into a single process for each location.)
- **Financial Tools.** Evaluate the feasibility/benefits for implementing a variety of financial tools to assist in implementing the desired vision for each enhancement area.
- **Design Guidelines.** Work with stakeholder to establish a desired brand or character for each enhancement area and create design guidelines that accentuate each areas spirit of place.
- **Demonstration/Catalyst Project.** Work with each enhancement area's stakeholders to identify potential demonstration of catalyst projects that can inform the private sector of the City's commitment to the vision of each area.

CHAPTER 11

Economic Development



CityLine

Located less than 15 miles from Dallas' Central Business District, Richardson is an employment center itself, home to nearly 6,800 businesses with an estimated 122,800 employees. Since the mid-1950s, the city has been defined by a concentration of telecommunication companies. Today, however, it is also home to a wide range of industries that capitalize on easy access to a diverse, well-educated, and engaged workforce, including several regional and national headquarters. Complementing local innovation driven by Richardson's employers is the presence of the University of Texas at Dallas (UTD), one of the fastest growing universities in engineering and computer and information sciences in the country, and a Tier 1 research university.

Economic development in Richardson is more than simply counting businesses and jobs. The people that travel to the city for work energize the community, drive retail sales, and bolster the hotel industry. This daytime employee population also impacts transportation systems, parks and recreation amenities, safety services, and other critical community infrastructure.

ECONOMIC DEVELOPMENT STRATEGIC PLAN MISSION STATEMENT AND VISION

Mission Statement: To grow Richardson's vibrant economy by providing creative solutions and resources for businesses.

Vision: Richardson will be home to a thriving, diverse, resilient business community, supported by unparalleled access to a talented, well-educated and engaged workforce; an innovative and entrepreneurial spirit; superior infrastructure and city services; and beneficial regional partnerships and resources.

GUIDING PRINCIPLES

The following Guiding Principles relative to economic development were developed from input gathered from stakeholders with a variety of perspectives. They focus on using the findings from previous efforts, working with existing businesses to remain competitive and innovative, and conducting economic development activities with openness and transparency.

- Make Richardson more economically competitive in the DFW region.
- Use the findings and recommendations of the Richardson *Economic Development Strategic Plan* and market research prepared as part of this update as a basis for evaluating development trends and the impact of existing land use policies and regulations on Richardson's future economic success.
- Collaborate with existing businesses on their retention and expansion plans in addition to working to recruit new businesses.
- Increase the focus on retaining and attracting retail, office, and service uses desired by the community.
- Support the continued development and growth of the innovation ecosystem in partnership with higher education institutions.
- Continue to prioritize financial transparency as a means of earning and maintaining public trust.
- Engage in open planning and informed decision-making regarding the expenditure of public funds and the provision of economic incentives to maintain Richardson's attractiveness to businesses.

UNDERSTANDING THE ECONOMIC DYNAMICS OF RICHARDSON

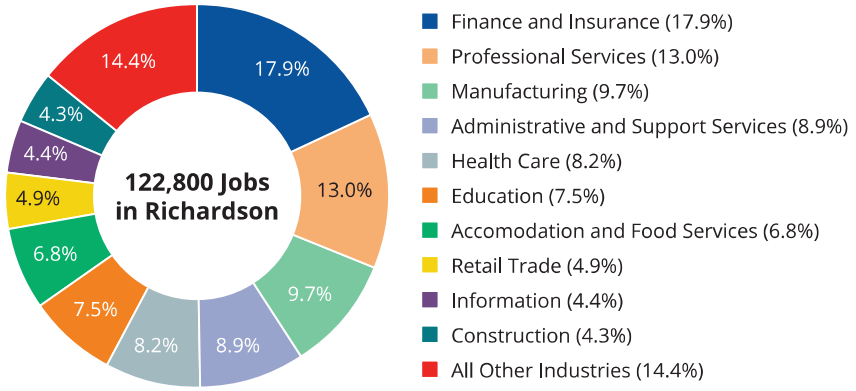
There are nearly 123,000 total jobs in Richardson, with Finance and Insurance being the largest industry, followed by Professional Services, Healthcare, and Education. Most of these jobs are located along US 75. The three largest employers are State Farm Insurance (10,000 employees), Richardson Independent School District (5,961 employees), and the University of Texas at Dallas (3,455 employees). Other notable employers include Blue Cross & Blue Shield of Texas, Infosys, GEICO, Raytheon, and Cisco Systems.

In the last five years alone, Richardson has added more than 16,200 new jobs. Finance and Insurance experienced the largest increase during that time, adding 5,200 jobs for a growth rate of 32.8%. Professional Services, Healthcare, Administration Services, and Manufacturing each added more than 1,000 jobs in the past five years.

Employment forecasts for Richardson are presented in low, moderate, and high scenarios to account for economic unknowns for the extended forecast period. The forecasts consider historical trends in regional and local job growth, as well as a variety of economic projections, including data points from NCTCOG, the Bureau of Labor Statistics, JobsEQ, and Woods & Poole. Findings from these sources were considered to arrive at a range of future growth potential for the City of Richardson.

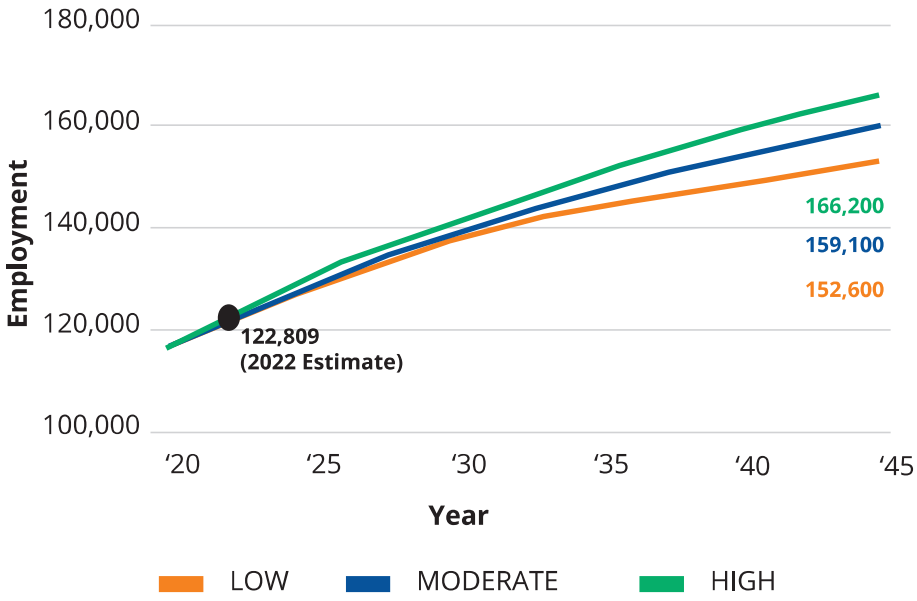
By 2045, there are expected to be approximately 152,600 jobs in Richardson in the low scenario, a 24.3% increase from the 2022 estimate. The high scenario results in approximately 166,200 total jobs in 2045, 35.3% higher than in 2022. Across the three scenarios, Richardson could add between 29,791 and 43,391 jobs between 2022 and 2045. Moving forward, the fastest-growing employment sectors are expected to be Finance, Professional Services, and Administrative Services.

Figure 11.1 | Shares of Jobs by Industry, City of Richardson, 2022



Source: City of Richardson; JobsEQ

Figure 11.2 | Employment Forecast Scenarios, City of Richardson, 2022-2045



Source: Kimley-Horn

Supply

This section provides a description of the current inventory of non-residential real estate sectors (retail, office, flex, industrial, and hospitality) in the City of Richardson today. The descriptions include an inventory of the current supply, as well as overall market health and approved rezonings.

Retail

As of year-end 2022, there was more than 7.4 million square feet of retail space in Richardson. Much of the inventory is aging; almost 45% was built before 1980. With limited land available to support new ground-up development, some of the older retail space could be considered for reinvestment or repositioning to maximize the use of the land and create new opportunities. These older properties could also benefit from site or building façade improvements to attract modern tenants.

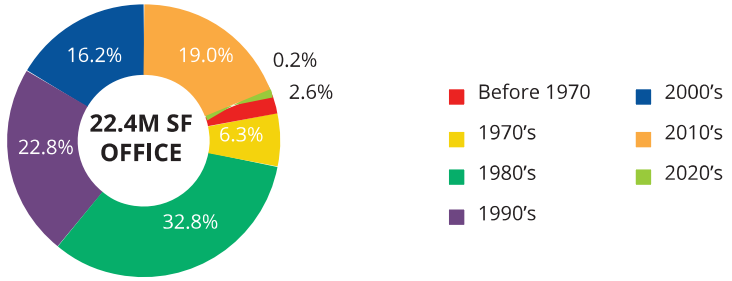
Overall, retail space in Richardson was found to be approximately 7.4% vacant. This is in line with rates reported for the larger Metroplex. Vacancy has improved recently, as some of the space that became available during and immediately following the pandemic was leased. Only 7% of Richardson's retail properties had a vacancy rate above 20%.

Richardson also has more than 325,000 square feet of retail space that is entitled through zoning, largely focused on the CityLine, Palisades, and UT Dallas Silver Line station areas. In addition to the possible redevelopment of aging shopping centers, these entitlements present opportunities to expand Richardson's retail offerings. Reducing obstacles to attract new tenants through permitting for finish-out and system upgrades should be a priority moving forward.

Office, Flex Space, and Industrial

Nearly 40% of Richardson's 22.4 million square feet of office space was built prior to 1990. Richardson's office inventory is comparably newer when compared to the larger Dallas-Fort Worth Metroplex, driven by the telecom boom that defined the economic development positioning for the community in recent history; however, despite the newer office inventory in Richardson, a challenge has emerged in that office buildings lacking modern amenities and functionality are now less desirable to tenants, particularly as many have increased flexibility to allow their employees to work remotely. Buildings built since 2015 have experienced more leasing activity as they are considered the most modern and amenitized. About 14% of Richardson's office inventory has been completed since 2015.

Figure 11.3 | Share of Office Inventory by Decade Completed, City of Richardson, 2022



Source: CoStar

Since the COVID-19 pandemic, the office vacancy rate in Richardson has risen as employees redefine where and how they want to work. This is particularly relevant for industries like finance, insurance, and professional services, which have historically been large users of office space. These businesses are offering increased work-from-home flexibility for employees, at least for a portion of the week. The office vacancy rate in Richardson was 17.2% in 2023, not including leased spaces that are unoccupied while companies continue to comply with their contracts and pay monthly rent. This is an increase from the 14.8% vacancy rate in 2019, prior to the pandemic.

Industrial and flex spaces in Richardson have smaller footprints, on average, than elsewhere in the Metroplex and generate notably higher lease rates comparatively. In 2022, Richardson hosted more than 18.1 million square feet of industrial and flex space, defined as buildings that can accommodate a range of needs from front office, to warehouse, to light manufacturing. Of that combined inventory, about 8.5 million square feet is classified

SUSTAINABILITY

Aging commercial nodes can create opportunities to reimagine parts of Richardson, focusing development activities in areas that have access to existing infrastructure. Redevelopment and infill development can be useful in reducing the need for new infrastructure and can be beneficial in decreasing vehicle miles traveled, both of which are environmentally and fiscally sustainable.

as industrial and 9.6 million square feet as flex space. Of note is that approximately 16% of the space has been built since 2020. Most of the new space is east of Bush Turnpike, off Breckinridge Boulevard. Industrial space in Richardson had low vacancy rates at only 4.4%, creating an obstacle for new companies seeking space in the community.

There is a significant amount of office and industrial space approved as part of current projects that is not yet completed. Office space entitled by zoning could increase the inventory by 4.3 million square feet if completed as planned. This office space is largely focused on the CityLine and Palisades projects. It is unclear if this space will move forward as currently approved through development plans. About 610,000 square feet of industrial and flex space is entitled by zoning, including 359,000 square feet of space that is under construction as part of the Lookout Logistics Center project at Plano Road and Lookout Drive.

The shifts in how and where people work has created national challenges for the office market. Across the country, creative reuse of these underperforming spaces has been successful in converting them to a wide range of uses like apartments, hotels, data centers, and mixed-use spaces. Common hurdles to reimagining these spaces can include zoning and building codes, mechanical systems, and structural issues related to conversion. Attracting developers to overcome these hurdles have often required creative partnerships and incentives.

Several strategies related to office and flex space have recently been discussed by the City based on findings of the *Economic Development Strategic Plan* (EDSP) and property owner focus groups, broker input sessions, tenant feedback meetings, and capital investor guidance. Three strategies that have emerged are to:

- **Reinvent outdated office campuses.** With elevated office vacancy, an opportunity has emerged to reinvent a portion of the older, outdated office campuses. This could include reuse of an existing building to focus on uses that are in higher demand or to redevelop the entire property utilizing other uses identified in the PlaceType to create a more competitive and attractive “place.”
- **Reinvest in strategic office buildings.** Not all office properties in Richardson are created equal. To increase Richardson’s appeal to major employers, reinvesting in strategic office buildings to create top tier assets should be a priority. This can be done through assisting property owners with building modernization efforts.
- **Reduce tenant improvement costs.** The upfront cost of renovating available space can be a roadblock to attracting a new tenant, particularly for small businesses. Consider offering grants to reduce the cost of tenant improvements to help attract tenants to vacant spaces.

REINVENTING OUTDATED OFFICE SPACE

The shifts in how and where people work has created national challenges for the office market. Across the country, creative reuse of these underperforming spaces has been successful in converting them to a wide range of uses like apartments, hotels, data centers, and mixed-use spaces. Common hurdles to reimagining these spaces can include zoning and building codes, mechanical systems, and structural issues related to conversion. Attracting developers to overcome these hurdles have often required creative partnerships and incentives.

Hospitality

There are more than 3,200 hotel rooms in Richardson, representing a wide array of class types. Richardson's hotel market largely serves professional travel and was slower to return to pre-COVID norms. Future development of hospitality uses should consider opportunities for hotels that offer premier accessibility to attractions, transit, dining, and entertainment. More than 1,300 additional hotel rooms are entitled as part of approved plans in Richardson today.

Demand

Future demand for retail, office, flex/industrial, and hotel uses is based on population and employment projections and Richardson's positioning in the regional market. The demand forecasts for Richardson were used to inform the *Future Land Use Plan*, the Enhancement Areas, and the Economic Development implementation strategies. Demand forecasts are projected through 2045 as follows:

- **Retail demand** forecasts are built on a variety of data points that project future space needs based on estimated levels of consumer spending. Key data points consulted in this forecast for Richardson include past and current performance of existing retail space, the impact that online shopping has had on the delivery of retail space, projected household and income growth, inflow demand from non-residents, and estimated leakage into other areas of the Metroplex based on travel patterns. Richardson is expected to generate demand for 207,000 to 398,000 square feet of new retail space through 2045.
- **Office demand** for Richardson is forecasted based on the number of future jobs that would likely require office space. The projection considers the changing landscape of office usage in a period where hybrid work arrangements are increasingly more common across many industries. It also considers the distribution and performance of existing office space, including the current elevated vacancy rate, and estimates that Richardson could support between 438,000 and 835,000 square feet of new office space through 2045.
- **Industrial and flex demand** is also forecasted based on the number of future jobs that would likely locate in space of that type. A moderate forecast scenario results in demand of just over 635,600 square feet of new flex or industrial space through 2045. The low scenario results in 396,000 square feet of net new space and the high scenario estimates demand for 838,000 square feet. Given the limited amount of land available for new ground-up development in Richardson, much of the industrial/flex space is likely to have smaller footprints.
- **Hotel demand** is based primarily on growth in hospitality due to employment inflow, and the influence of other demand drivers, including major employers. There is demand in Richardson through 2045 for between 580 and 880 new hotel rooms, which equates to approximately three to six new establishments at approximately 150 rooms per business.

BUILDING ON THE ECONOMIC DEVELOPMENT STRATEGIC PLAN

The City of Richardson finalized the EDSP in October 2023. The Richardson EDSP formalized a clear vision, goals, and relevant strategies to define the next chapter of economic development in the community. The strategies that emerged from the economic development planning process were informed through robust stakeholder involvement. The timing of the EDSP was particularly relevant given shifts in how, when, and where employees work following the COVID-19 pandemic, the near-term completion of the DART Silver Line, and the potential to maintain and improve upon partnerships with major employers and economic anchors in the community.

The Richardson EDSP identified five target industries for future focus and outlined the short- and long-term strengths and weaknesses of the community to align strategies that could move Richardson towards the plan's vision. The target industries identified for business attraction and retention activities include:

- **Advanced and Additive Manufacturing,** which involves the transformation of raw materials into components and finished products. This industry includes semiconductor manufacturing that is driven by local major employers like Texas Instruments and Qorvo. The industry separates itself from traditional manufacturing processes through its reliance on advanced technology and a skilled workforce.

- **Health, Medical, and Life Sciences,** which includes all medical and healthcare-related industries. This target industry typically expands as a community grows. Methodist Richardson Medical Center and Texas Oncology are major employers included in this industry.

- **Professional & Financial Services,** a broad category that includes insurance services, financing and credit, and engineering and architecture. Jobs in these industries typically have higher than average demand for office space. State Farm and Texas Capital Bank are major employers in the City of Richardson in this target industry.

- **Technology and Software,** which require a highly educated workforce, office space, and high-speed internet. It is a rapidly growing, dynamic industry that will be influential for years to come. Examples of local employers in this target industry include RTX (formerly Raytheon) and Lennox.

- **Research & Development (R&D),** which involves targeted efforts to innovate, introduce, and improve a product or process. Companies invest in R&D to maintain competitiveness, develop new products, or to identify new markets or uses for existing products. Honeywell and UTD are examples of local employers involved in this industry.

Strategies outlined in Richardson's EDSP focus on four areas:

- Creating a diverse economy to foster resiliency.
- Positioning Richardson as an innovation hub focused on technology and supporting high-growth companies as they are getting established.
- Promoting growth through strategic infrastructure projects and promoting reinvestment.
- Encouraging a community with an exceptionally high quality of life through placemaking enhancements.

The strategies identified in the EDSP have been catalogued and used to identify high-priority action items, including those in the Implementation Matrix of this plan.

How the EDSP Interacts with the Comprehensive Plan

Envision Richardson and the Richardson *Economic Development Strategic Plan* should be viewed as two separate but interdependent documents that provide a road map for the future of Richardson. While the comprehensive plan provides a broad vision for the community's long-term development, addressing land use, infrastructure, housing, and transportation, the EDSP provides strategies specific to reaching economic development goals.

The EDSP offers detailed strategies related to creating a diverse and resilient economy with a focus on innovation, technology, and quality of life, while the comprehensive plan ensures that these efforts align with the overall goals for sustainable growth and livability.

Because economic development is so closely related to growth and community development, the comprehensive plan complements the more detailed analysis and strategies provided in the EDSP. *Envision Richardson* strategies related to redevelopment areas, future land use, and infrastructure are informed by the strategies identified in the EDSP to support continued economic success in the future.

OPPORTUNITIES AND CHALLENGES FOR RICHARDSON

Through the EDSP process, a detailed assessment of Richardson's strengths, weaknesses, opportunities, and threats was prepared (summarized below) to inform the target industries and the strategies to grow them. Three key opportunities and challenges were presented by the EDSP. The ones that are most connected to land use, growth, and development in Richardson are described in more detail below the graphic.

Figure 11.4 | SWOT Assessment

STRENGTHS

- Regional location and access
- DART
- Educational institutions
- Startups
- Defense contractors
- Engineering talent
- Chip manufacturing and technology
- Skilled workforce locally and regionally

WEAKNESSES

- Destination-based entertainment
- Aging retail
- Business retention & expansion
- Capitalizing on regional capital/ acceleration/incubation for startups
- Regional economic development silos
- Economic development capacity stretched thin across multiple areas

OPPORTUNITIES

- Redevelopment
- Richardson Innovation Quarter®
- Marketing strategy
- Workforce development
- Infrastructure
- Grant writing
- International business development
- Additional partnerships for Richardson Economic Development Department (REDD)

THREATS

- City economic organizational structure stays status quo
- Economic diversification
- Tax base impact of "work from home"
- Built-out
- Real estate/demand for workforce housing
- Competition from other DFW Cities who leverage sales tax revenue for economic development

Source: Richardson EDSP

Opportunities

- **Redevelopment possibilities in strategic areas of Richardson (Enhancement Areas).** Although Richardson has limited vacant land to accommodate new ground-up development, aging commercial nodes can create opportunities to reimagine certain locations in Richardson, focusing development activities in areas that already have access to infrastructure.

- **Completion of the Silver Line and urban-scale development around transit.** Transit-oriented development is not new to Richardson, but the continued expansion of the DART system could elevate Richardson's positioning in the region and offer new options for how people travel. This can be effective in attracting young and talented workforce and the employers competing for this workforce. Updating planning and visioning efforts around Richardson's Arapaho Center Station and supporting development near the UT Dallas Station could be a way to maximize potential and align infrastructure needs to support development near multi-modal transportation options for residents and employees.
- **Downtown Richardson's role in creating a destination that will attract residents, employees, and visitors alike.** Development in and near the downtown area of Richardson (the CORE District) can be leveraged to create a unique experience that can attract people living outside of Richardson. A focus on development in this area could create an entertainment destination that is unique to the area.

Challenges

- **Impacts from shifting preferences for when and where people work.** Richardson is currently experiencing elevated office vacancy. Much of this available space is driven by shifts that are changing how, when, and where people work. While many employers are working to gradually encourage people to come back to the office, overall demand for office space nationally is down. Office space in areas with premiere locations and premium amenities has fared the best during this transition. With more than 22.4 million square feet of office space, shifts in this market have the potential to impact Richardson's tax base, daily spending by employees, and overall land use if buildings sit underutilized for too long. Additionally, new space will be challenging to finance with vacancy rates at their current levels.
- **Limited opportunities for new development on vacant land.** While the redevelopment of aging commercial nodes does present an opportunity for the community, these projects can be more complex and financially challenging than greenfield development. In short, it will not be attractive for all developers and may require a unique toolbox to incentivize projects such as these.
- **Housing affordability for people working in Richardson.** Rising ownership and rental housing costs have increasingly burdened people who want to live in the city, pushing those who work in Richardson to seek housing in other communities. As described in Chapter 7, Neighborhoods and Housing, home prices have now surpassed 30% of the median household income, which is often used to benchmark an attainable price point. A varied housing inventory at a range of prices is critical to attracting and retaining a talented and diverse workforce.

ECONOMIC DEVELOPMENT PROGRAMS

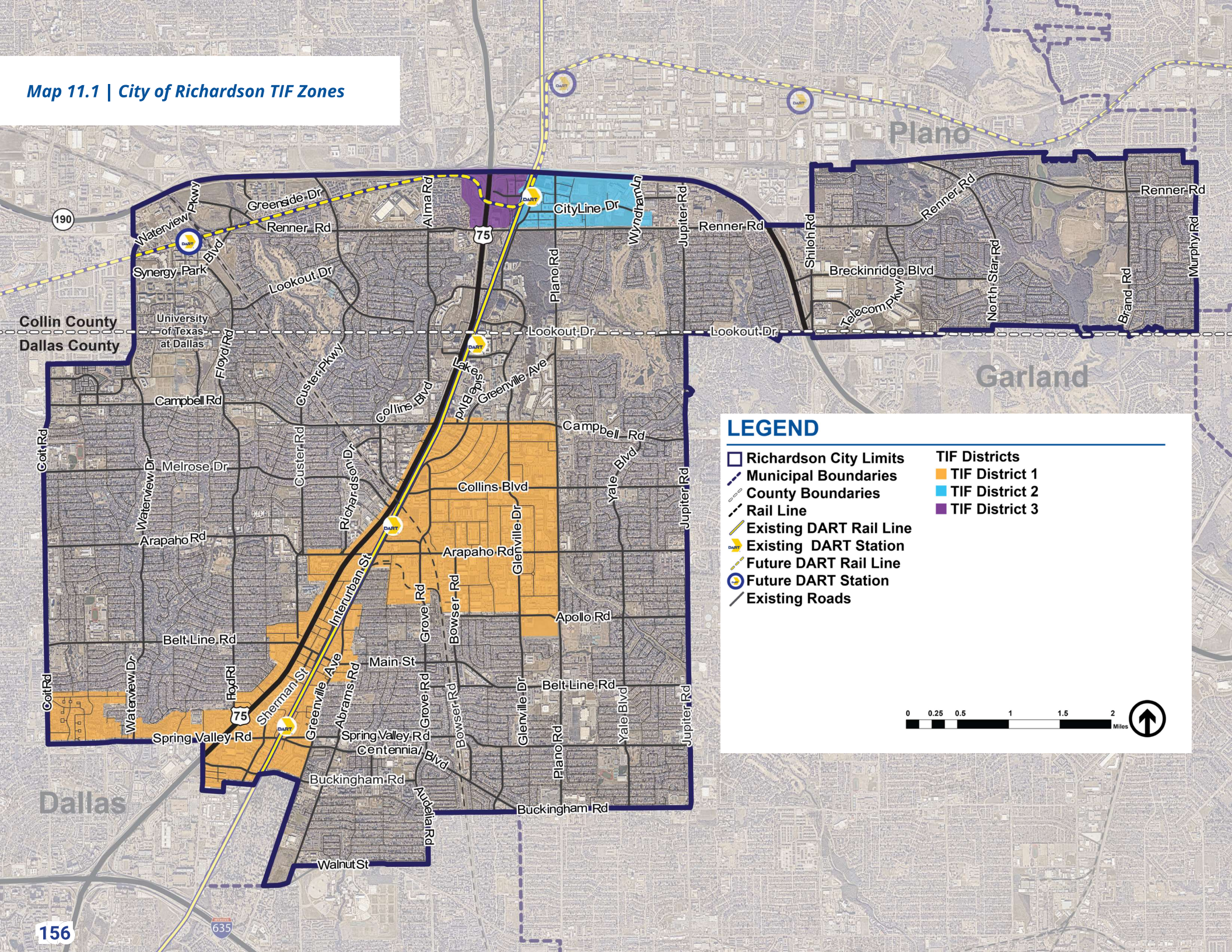
Local Incentives

The City of Richardson offers a variety of local incentives that can be leveraged to increase the viability of a project. Incentives are considered on a case-by-case basis and are viewed under the lens of taxable value creation, quality and quantity of jobs, growth potential, alignment with the EDSP, and compatibility with the existing business base. Local incentives can be paired with state incentives to further their impact on a project. They can be grouped into two buckets—cost and time reduction and partnerships.

Cost and Time Reduction

Richardson offers several incentive options that aim to reduce annual costs for a project or the amount of time to get a project underway. Cost reduction mechanisms include tax abatements and rebates, and permit fee waivers. The City can also choose to provide tax rebates or eliminate the payment of development review, permitting, and other eligible fees for a project that aligns with the goals of the community. Additionally, building/business modernization grants and tenant improvement or relocation grants can be applied for.

Map 11.1 | City of Richardson TIF Zones



The Express Permitting Program guarantees plan review within three days of submittal for small business owners and projects. This program could reduce time and save costs for small businesses for tenant finish-outs, interior remodels, and exterior upgrades that do not increase the size of the building.

Public Private Partnerships

Richardson can elect to support the construction of public infrastructure like roads or water and sewer lines for projects meeting the stated criteria. Support can range from partial cost sharing to full payment.

Building Modernization and Tenant Improvement Grants

The City of Richardson also offers building modernization and tenant improvement grants to businesses considering expansion or relocation. Applications for these grants are reviewed based on Richardson's goals of fostering economic growth and enhancing the competitiveness of the community. These grants can be used to help building owners or tenants update commercial spaces to be more attractive without significantly increasing the lease rate to cover the enhancements.

STAKEHOLDER INPUT

In the Stakeholder Interviews conducted as part of the first Community Summit, the following sentiment was expressed:

Incentives are a way to attract desirable development, but they should be used creatively and carefully and managed wisely. Commercial building upgrades should be incentivized.

Community Summit 1

Tax Increment Financing Zones

One of the available funding mechanisms for redevelopment activities in the State of Texas (Chapter 311 of the State of Texas Tax Code) is tax increment revenue. Tax increment financing (TIF) provides a revenue stream by directing future increases in the City's property tax revenues generated within a defined geographical area—the TIF district—into a special redevelopment fund. The increased revenue—the increment—can then be used to fund eligible projects within the boundaries of the district. This makes increasing property values appealing, as the increase in these values correspondingly increases the redevelopment fund, which then allows for further redevelopment projects. All funds received from a TIF district must be reinvested back into the targeted area for redevelopment purposes and programs and cannot be used for general government purposes.

The City of Richardson has three TIF zones—

- **TIF 1** was established in 2006 and contains 1,777 parcel acres focusing on West Spring Valley, the US 75 corridor north to Campbell Road, and the portion of the city now known as the Richardson Innovation Quarter®.
- **TIF 2** was established in 2011 and contains 212 parcel acres around CityLine, bounded generally by the DART right-of-way, Bush Turnpike, Wyndham Lane, and Renner Road.
- **TIF 3** contains parcel 85 acres and was created in 2011. It includes properties on both sides of US 75, between Renner Road and Bush Turnpike.

Costs related to development can be eligible for TIF reimbursement depending on the size and scope of the project. The following costs are eligible for consideration:

- Demolition
- Acquisition
- Street construction
- Alley construction
- Sidewalk construction
- Parking structures
- Some utilities

Research Award Match Program

The Richardson Research Award Match Program (RAMP), piloted in 2024, is intended to complement the federal Small Business Innovation Research (SBIR) and Small Business Technology Transfer (STTR) programs. Local RAMP funds can be made available to research-focused, for-profit, small businesses that:

- Have already been awarded a Phase I or Phase II SBIR or STTR grant, and
- Are currently located in Richardson, or
- Are committed to relocating to Richardson for a minimum of five years

This new program is intended to support small, startup companies in Richardson that have the potential to grow into primary job creators. The total award funding for eligible recipients is $250,000 per fiscal year. Companies can use these funds for a variety of business purposes, including direct costs for technical work, product testing, intellectual property protection, market research, or business development plans.

ACTION ITEMS

The Action Items listed below address the future for economic development in Richardson. They focus on information, incentives and creating or reimagining opportunities. Many were initially vetted as part of the EDSP process but should also be incorporated into *Envision Richardson*.

- **Office Market Health.** Continuously maintain an inventory of office space, including properties with high vacancy rates, and consider using a variety of performance metrics to identify properties that could be candidates for redevelopment.
- **Reinvest in Outdated Office Campuses.** Explore ways that Richardson can encourage reinvestment in outdated office campuses through adaptive reuse of existing buildings, or demolition and construction of new spaces. This should include researching projects that have been successfully completed in the Dallas Metroplex, a review of local incentives and partnerships that may be required to attract developers, and identification of high priority buildings.
- **Strategies for Office and Flex Buildings.** Explore the possibilities for participating with property owners in the modification of existing office and flex buildings that are strategically positioned to create top tier assets and utilize grant programs to assist with tenant improvements in these spaces.
- **Local Incentives and Programs.** Review the suite of local incentives to identify those that would be most effective in supporting various redevelopment and infill opportunities as they are presented.
- **Review Prior Study Areas.** Review the visions and zoning requirements for the Enhancement/Redevelopment Areas identified in the 2009 Comprehensive Plan to determine whether they align with the projections of this plan and current market realities and whether they are likely to achieve their stated goals.
- **Reinvestment Areas.** Examine available tools to support infill and redevelopment in the Reinvestment Areas to sustain job creation and balance the long-term fiscal sustainability in Richardson.
- **Arapaho Center Station Transit-Oriented Development (TOD).** Attract transit-oriented development to the Arapaho Center Station to support the Innovation District and the Richardson community as a whole.
- **Comparative Reviews.** Review incentives that nearby communities are offering to inform local decision making to ensure Richardson remains competitive.

CHAPTER 12
Implementation



Richardson IQ Headquarters

The adoption of *Envision Richardson* is not the conclusion of this process, but the end of the first phase—planning—and the beginning of the next—implementation. This phase requires a variety of separate actions that need to be prioritized, coordinated, budgeted, and assigned to responsible parties to ensure accountability.

A tremendous effort has been invested in the creation of this plan. It was a collaborative process involving Richardson stakeholders with a variety of backgrounds and perspectives throughout the course of three community engagement summits. Over a period of nearly two years, these residents, employers and business owners, landowners, brokers and developers, other agencies and organizations, nonprofits and public officials contributed their ideas, opinions, and time to the development of this plan. The community deserves an implementation plan that is comprehensive, thoughtful, and transparent as well.

GUIDING PRINCIPLES

The Guiding Principles for this plan were developed based on input from individuals and groups with a variety of opinions and backgrounds, all of them interested in Richardson's future. This input was solicited throughout multiple engagement opportunities. For the Implementation chapter, flexibility, transparency, and partnerships were among the concepts most important to the community.

- Create a plan that is adaptable to accommodate new opportunities and challenges.
- Develop transparent strategies and tools for implementing *Envision Richardson* goals and actions.
- Perform periodic reviews and updates of *Envision Richardson* and more frequent assessments of the effectiveness of the Implementation Strategies given changing conditions, new information, and unforeseen opportunities.
- Monitor demographic changes in the local community and develop plans and actions to respond to these trends, including identifying techniques for including diverse populations in addressing City issues.
- Collaborate with other agencies and community partners (federal, state, and county governments; regional agencies; educational institutions; nonprofits, faith-based and cultural groups) to carry out the Implementation Strategy.

STAKEHOLDER INPUT

The Guiding Principle in the Implementation category that was perceived as the most important in the online survey was:

Develop transparent strategies and tools for implementing *Envision Richardson* goals and actions.

Community Summit 2

COMPREHENSIVE PLANS AND SUSTAINABILITY

Comprehensive planning is an exercise in anticipating and preparing for the future based on solid research and well-reasoned projections. A comprehensive plan addresses a variety of issues and recommends a set of short-, medium-, and long-term actions to address them. Throughout *Envision Richardson*, sustainability is a thread tying the elements of the plan together and recognizing that decisions made and implemented today will affect people and the natural environment many years from now as well.

Resiliency—the ability to adapt to a challenge or bounce back from a disaster—is an important aspect of sustainability. Planning prepares a community to respond to routine occurrences as well as unexpected events, whether they relate to the environment, the economy, or social well-being. Having a better understanding of a community's future will allow a city to adapt and evolve its services so that day-to-day operations are steady and reliable, response to unpredictable events is timely and rational, the community remains confident in the local government, and the city is perceived as more resilient and more sustainable.

SUSTAINABILITY

Resiliency is an important characteristic of sustainability. *Envision Richardson* is a plan based on solid research and well-reasoned projections. Its purpose is to prepare for the future of the community as it continues to grow and evolve. Creating a vision based on community input, developing a plan to achieve that vision, and identifying the actions required to implement the plan will make Richardson more resilient—and more sustainable—in the years ahead.

SUCCESSFUL IMPLEMENTATION

Many factors will need to be at work for *Envision Richardson* to be executed successfully:

- Commitment from City leadership
- Coordination with public sector partners on investments in infrastructure and other matters of mutual interest
- Collaboration with private sector partners on development/redevelopment projects
- Evaluation of regulations and processes for barriers to implementing the plan

The City of Richardson

The City will have major responsibilities in the execution and oversight of this plan. The community and staff should be informed of the plan and its purpose once it is adopted. Action Items that are of the highest priority and can be accomplished in the nearest term should be evaluated carefully so that resources such as funding and staff time can be allocated, work can be programmed, and partnerships can be established. The City will be responsible for monitoring plan implementation as progress continues and for revising the strategy as needed.

Work should be expected to begin first on the High-Priority, Short-Term Action Items that are lower in cost. High-Priority Action Items that are high cost may necessitate funding through bond sales, which are subject to voter approval. The City will need to determine its capacity for the sale of debt (how much debt it can afford), develop a strategy for packaging the bond program elements, and coordinate with the election authorities (Dallas County, Collin County) to secure the necessary approval from the voters.

These steps require considerable planning and time. For this reason, Action Items with a high Relative Cost are more likely to be categorized as Mid- or Long-Term, regardless of Priority.

Community Partners

The City will need to collaborate with a variety of partners during plan implementation. Public sector agencies are particularly crucial partners in the construction of infrastructure and policy-making, for example, and private sector entities are usually the owners of the land and may have access to capital necessary for development.

These public and private sector partners include, but are not limited to:

- **Public/Quasi-Public Agencies**
  - Dallas County and Collin County
  - The North Central Texas Council of Governments
  - The North Texas Municipal Water District
  - Dallas Area Rapid Transit (DART)
  - Richardson Independent School District, Plano Independent School District, University of Texas at Dallas, Dallas College Richland Campus, Collin College
  - The State of Texas and its departments, including the Texas Department of Transportation (TXDOT), The Texas Parks and Wildlife Department (TPWD), the Texas Economic Development and Tourism Office (EDT), and others
  - The federal government, such as the Department of Transportation, the Department of Commerce, the Department of Homeland Security, and others
- **Private Sector Partners**
  - Landowners/Property owners
  - Businesses/Business owners (small, medium, and large companies)
  - Real estate brokers and developers
  - Financial institutions
- **Nonprofit/Charitable and Civic/Community Organizations**
  - Homeowner/Neighborhood associations
  - Richardson Chamber of Commerce
  - Nonprofit/Charitable organizations
  - Cultural and arts groups
  - Faith-based organizations
  - Civic groups
- **Richardson Residents**
- **Employees Working in Richardson Businesses**

Transparency

Today, more than ever, citizens demand transparency from their government. The City of Richardson has made transparency a priority since 2010 with the goal of providing the information citizens need to remain confident in the City's practices and decision-making processes. Transparency concepts relevant to the implementation of *Envision Richardson* include:

- Providing information on financial matters, such as budgets, expenditures, audits, and economic incentive agreements
- Conducting meetings of the City Council and other boards and commissions in accordance with the Texas Open Meetings Act
- Preserving records of deliberations and decisions of the City Council and other boards and commissions and making those records available to the public upon request
- Maintaining reports on the status of City construction and repair projects

The *Envision Richardson* planning process has been extremely transparent, with multiple opportunities and formats for public involvement and input and specific efforts at keeping stakeholders informed along the way—the project website, open houses and small group discussions, public events, emails to subscribers, yard signs in neighborhoods, pop-up banners and kiosks, briefings and work sessions with the City Council and City Plan Commission, and stories and notices in Richardson Today and in online City information sources. Given the emphasis on transparency and public involvement in the preparation of the plan, the implementation process should be open to review as well.

MONITORING AND UPDATING THE PLAN

Over time, the community's priorities may shift, economic and environmental conditions may change, and/or new and unexpected opportunities may be presented. *Envision Richardson* should be monitored and updated on an ongoing basis in response to these potential changes so that the City continues to be resilient and competitive.

For a community at Richardson's stage of development, periodic review of the comprehensive plan will help ensure that the assumptions, the vision, and the goals are still consistent with the future the community wants and that the City's own regulations and work plans support the desired outcomes. Between major updates, City staff should monitor progress on plan implementation closely to determine whether the *Envision Richardson* strategy is having the desired impact. This review could either confirm the direction and implementation strategies established in the plan or suggest a different path. These interim reviews will also help maintain momentum for plan implementation and identify issues and adjustments that should be considered in the next update.

FLEXIBILITY DURING IMPLEMENTATION

No plan can anticipate every challenge or opportunity that may be presented in the future. On a day-to-day basis, public officials need to be able to respond to new requests and unanticipated situations in a timely manner. When these occasions arise, it is important to remember that a comprehensive plan is intended to address the general character of future growth and development in a city. It does not have the same legal or regulatory effect as a zoning or subdivision ordinance, which are more specific and require strict compliance unless a change or a variance is granted.

New development trends—uses (data centers in the late 1990s/early 2000s), development styles (mixed use and Transit-Oriented Development in the 2000s in Richardson), and consumer preferences (Missing Middle Housing in this update of the comprehensive plan)—will continue to emerge. *Envision Richardson* is intended to be flexible enough to accommodate new and innovative projects. While a review of a proposal's consistency with the comprehensive plan should continue to be a part of the staff report for each zoning application. There may be instances when acting in a manner that differs from the plan might be acceptable or even preferable. Where existing regulations limit full compliance or implementation because conditions have changed, new information is available, an important opportunity is presented, or the proposal advances most, though not all, of the plan elements, the report should acknowledge this so that the CPC and Council can make that a part of their consideration in the review of an application. The text of the Comprehensive Zoning Ordinance should be revised to include a statement or section that reflects this willingness to be flexible under appropriate circumstances.

The City may also want to determine whether a formal amendment to the comprehensive plan is necessary when a proposal would result in a major departure from the Vision and Guiding Principles of *Envision Richardson*. For minor deviations for specific development proposals, where the application is consistent with the fundamentals of the plan, the above circumstances—changing conditions, new information, important opportunities, advancing most elements of the plan—may justify flexibility and the approval of an application without a formal plan amendment.



Custer Road 2015 Bond Project

REGULATORY CHALLENGES

It is important for a city to recognize that its own ordinances often create barriers to achieving the future the community wants to see. Zoning and subdivision ordinances, parking and landscaping requirements, and thoroughfare standards can be particularly challenging to redevelopment projects and to upgrades envisioned for older properties, for example. Because much of Richardson's future will revolve around redevelopment projects, challenges such as these will continue to arise. New federal and state requirements, as well as limitations on municipal authority, can also create barriers to achieving the goals of a comprehensive plan.

In addition, incorporating Missing Middle Housing options into various districts within Richarson—whether by-right or with a special permit or other type of approval—will require amendments to existing regulations. A comprehensive look at Richardson's zoning and subdivision ordinances and other related standards will be necessary for successful plan implementation.

The City evaluated and modified its regulations in response to the Enhancement/Redevelopment Areas identified in the 2009 Comprehensive Plan. Continuing that process with the implementation of this plan will send a strong message, not only to private sector partners, who will be major players in plan implementation, but also to the community of Richardson's commitment to *Envision Richardson*.

Revising the City's codes and ordinances takes time. A strategy will have to be developed and the necessary changes will need to be identified and drafted. Amending the text of the zoning ordinance requires public hearings before the City Plan Commission and City Council as mandated by the Texas Local Government Code for rezoning of property. Taking the time to make the appropriate changes to ordinances to capitalize on opportunities could be the difference between attracting the type of development envisioned or the type of development that impedes the vision.

IMPLEMENTATION MATRIX

The strategy for implementation of *Envision Richardson* is comprehensive and coordinated. It is more than just a list of tasks. For implementation to be the most effective, the tasks—Action Items—must be prioritized, timing and relative cost must be estimated, and responsibility for completing the actions should be identified. Once these decisions are made, a system for tracking and adjusting the plan should be enacted, as recommended above.

Matrix Elements

This plan includes an Implementation Matrix (Appendix IV) developed for use by staff as a tracking tool. The matrix includes the following elements:

- **Action Item.** The steps or tasks that need to be completed to achieve the desired plan outcomes
- **Priority.** The relative importance of the Action Item—High, Medium, Low
- **Timing.** The estimated time frame for completion/substantial progress towards completion of the Action Item—Short-Term, Mid-Term, Long-Term, In Process/Ongoing
- **Relative Public Sector Cost.** The comparative cost to the public sector for completing the Action Item—$ to $$$$
- **Lead Department.** The department at the City that will have primary responsibility for ensuring that the Action Item is completed

The Implementation Matrix in Appendix III of this report is a prioritized list of all the Action Items for the plan by category, including each of the elements above.

ACTION ITEMS

The Action Items for this chapter, are listed below. They focus on how to use the matrix as a tool for plan implementation, tracking, and transparency.The Implementation Matrix in Appendix IV of this report is a prioritized list of all the Action Items for the plan with cost and timing estimates and assignments of responsibility.

- **Tracking Mechanism.** Use the Implementation Matrix created as a tracking mechanism for staff and to sustain momentum for the plan (Appendix IV).
- **Transparency.** Post the Implementation Matrix on the *Envision Richardson* website and develop an online dashboard or other concise tool for tracking progress on the plan to promote transparency.
- **Staff Resources and Responsibilities.** Advise City staff in various departments of their role in implementing the Action Items, including the development of annual budgets and department work plans.
- **Regulation Review/Revision.** Review the zoning ordinance, subdivision ordinance, and other regulations and guidelines for conformity with *Envision Richardson* and revise as necessary.
- **Application Review.** Evaluate the consistency of applications for zoning, special permits, and special development plans with *Envision Richardson*, and include the results in the staff report along with other relevant considerations for each proposal.
- **Progress Tracking Report.** Monitor progress on plan implementation on an ongoing basis and report progress as needed.
- **Plan Updates.** Review the *Envision Richardson* plan on a regular basis, such as every five years, to determine whether updates are needed and conduct these updates if necessary.
- **Local Control.** Continue to prioritize the issue of maintaining local control as part of the City's legislative agenda.

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APPENDIX I
Richardson's History: A Summary



Main Street (1955)

THE EARLY YEARS

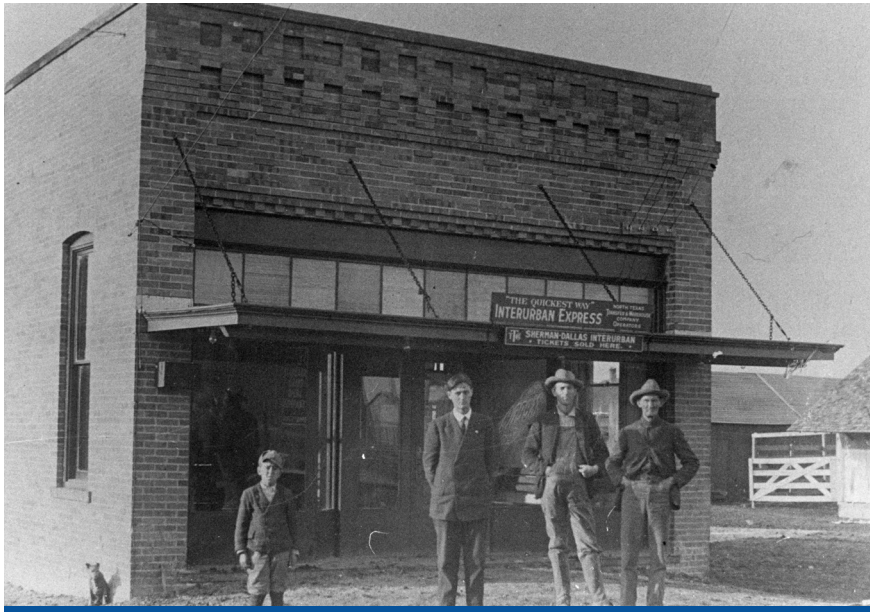
The first non-native settlers in the Richardson area arrived in the 1840s and 1850s, in the earliest years of Texas statehood and shortly before the Civil War. These new arrivals originally established a small farming community near today's Dallas College Richland Campus, but with the opening of the Houston and Texas Central (H&TC) Railroad depot in 1873, the center of activity moved to what is now part of the CORE District in Richardson—Greer Street on the north, Phillips Street on the south, Central Expressway on the west (a small section was located beyond Central), Greenville Avenue on the east—and the town was officially founded. A post office, school, and a few essential businesses opened, as well as churches and a few homes, but life in the early days was a struggle and growth was slow.



Richardson Telephone Company (circa 1901)

EARLY 20TH CENTURY

The population in 1900 stood at about 150. A few years later, a new commuter rail line was built and Richardson became a stop between Dallas and Sherman on the Interurban Railway. Signs of modernization began to appear—gravel roads, telephone service, electricity and natural gas, and a new red brick school (still standing on Greenville Avenue south of Main Street) were constructed. The red brick road (today's Greenville Ave) was completed in 1924.



Interurban Depot, Main Street (circa 1910)

The following year, the town was incorporated, and the first mayor was elected. Funding for a water and sewer system was soon approved, but by mid-century service on the Interurban Railroad had been discontinued. The population stood at about 630 in 1930 and grew by fewer than 100 residents over the next decade. In 1939, World War II broke out and lasted until 1945.



Weatherred Farm (1947)

MID-CENTURY

Between 1950 and 1960, the population jumped from about 1,300 to approximately 16,800. In the mid-1950s, several events that would be pivotal to Richardson's future occurred—Central Expressway was opened through Richardson (1954), Texas Instruments (TI) purchased the 250-acre property in Dallas just south of the Richardson border and constructed its main campus (1955-1956; the plant was dedicated in 1958), and Collins Radio announced plans to build a manufacturing facility in Richardson (opened in 1958). These events explain the growth of the population during this time period and the establishment of Richardson's reputation as a technology center.



Main Street (1955)

In 1956, Richardson citizens voted to adopt a home rule charter under Texas law to give the City more authority over its own governance. A new City Hall was built at the corner of Greenville Avenue and Main Street (the location of the Public Safety Complex today), and more housing, retail, industry, parks, and public facilities were constructed during this period of time to serve the growing population and the employees of local businesses. In 1961, the Graduate Research Center of the Southwest was founded (later, the Southwest Center for Advanced Studies), with their Richardson campus opening in 1964. The City completed its first comprehensive plan in 1962, and in 1969 the Southwest Center for Advanced Studies became the University of Texas at Dallas (UTD).



Texas Instruments (1960s)

LATE 20TH CENTURY

The population of Richardson in 1970 was just under 48,600. The opening of the segment of I-635 (LBJ Freeway) that lies approximately 1.5 miles south of Richardson occurred in 1970, providing a major improvement in access and creating an economic driver that made the city more attractive for living, working, and doing business. A series of annexations in the northern and panhandle (now Breckinridge) areas started in the '60s and continued into the '70s, but a lack of streets and utilities delayed development in this area. Elsewhere in the city, this was a decade of robust growth, with a housing boom, new industry, more public facilities, and increasing commercial services and employment opportunities. Richland College (today's Dallas College Richland Campus) held its first classes in 1972 just south of the city limits, and in 1973 the community celebrated its Centennial. Five years later, Richardson Square Mall opened at the corner of Belt Line and Plano Roads. By 1980, the population stood at almost 72,500.

The number of residents grew only slightly in the 1980s, but construction picked up in the Breckinridge area in the 1990s as streets and utility services were extended. A new Comprehensive Planning Guide was adopted in 1988. During this time, the concentration of electronics and telecommunications firms in Richardson—estimated to be more than 600—inspired the branding of the area along Central Expressway and Bush Turnpike as the Telecom Corridor®.

2000 AND BEYOND

By the year 2000, approximately 91,800 people lived in Richardson. Economic conditions in the early part of the decade were particularly challenging for the telecommunications industry, but despite the downsizing and closure of a number of businesses, the region's strong economy and Richardson's location and accessibility still made it an attractive location for businesses. In 2002, Dallas Area Rapid Transit (DART) Red Line service arrived in Richardson, connecting the Parker Road Station in Plano to Downtown Dallas and beyond. Stations were built at Spring Valley Road, Arapaho Road, Galatyn Park north of Campbell Road, and on the Richardson side of Bush Turnpike. Mixed-use developments at the Spring Valley, Galatyn, and Bush Turnpike Stations have changed the character of those areas since the opening of the DART line, and there is still significant potential for transit-oriented development at the Arapaho Center Station. In 2006, the reconstructed interchange of US 75 and I-635, known as the High Five for the number of levels in the overpass), was opened to traffic.

Richardson Square Mall suffered a decline in the 1990s due to the opening of newer shopping options nearby and was demolished in 2007. It reopened as a linear shopping center containing four "junior anchor" stores, a number of small retail and restaurant outparcels, and the original Sears building, which pre-dated the mall and also eventually closed.

In 2009, after three interim updates, another comprehensive plan was completed. The 2009 plan acknowledged two very important issues that would change the City's approach to its future:

- There was very little vacant land remaining
- The age and quality of many of the commercial and industrial buildings in the city had caused these areas to become economically underperforming

These conditions called for a specific strategy for Richardson's future:

- Make the best use of the small percentage of undeveloped property left in the city
- Concentrate on revitalization and redevelopment in many other parts of the community

The plan identified six geographic locations, termed Enhancement/Redevelopment Areas, for further study, with the goal of identifying the redevelopment/reinvestment potential for each of these areas and encouraging new investment. The areas included West Spring Valley, Main Street/Old Town, Central (Expressway), East Arapaho/Collins, West Arapaho, and Coit.

Approximately 99,000 people lived in Richardson in 2010. In 2013, development began at CityLine at the Bush Turnpike Station, since renamed CityLine/Bush. Significant portions of the property have been completed and occupied, including office towers, apartments and detached homes, retail, restaurants, and industrial facilities. Over the course of the decade, the City completed four of the six Enhancement/Redevelopment Area studies identified in the 2009 Comprehensive Plan—West Spring Valley, Main Street/Old Town, Central (Expressway), and East Arapaho/Collins—by identifying market opportunities, creating a unique vision, and developing a special set of regulations to promote redevelopment and reinvestment in each one (Main Street/Old Town and Central were combined into a single study).



Public Safety Complex (2017)

There were approximately 120,000 people in Richardson as of 2020, with the increase due in part to an uptick in apartment construction in response to a large influx of job seekers into the DFW area, resulting in a critical shortage of housing. The community suffered through the COVID-19 pandemic beginning in March of that same year, with over 10,000 reported cases of the virus in the Dallas County part of Richardson through Dec. 2021, including 150 fatalities. In 2022, a fire occurred at the Civic Center/City Hall building on Arapaho Road at Central Expressway, making the building that had housed the City's administrative functions for more than 20 years unoccupiable. That same year, a new center for collaboration, innovation, and entrepreneurship between the City of Richardson and the University of Texas at Dallas opened in the Innovation Quarter Headquarters building (IQHQ) on Collins Boulevard. This facility was conceived as an outcome of the East Arapaho/Collins Enhancement/Redevelopment Study. In June of 2023, the City held a celebration to commemorate the 150th anniversary of Richardson's founding.

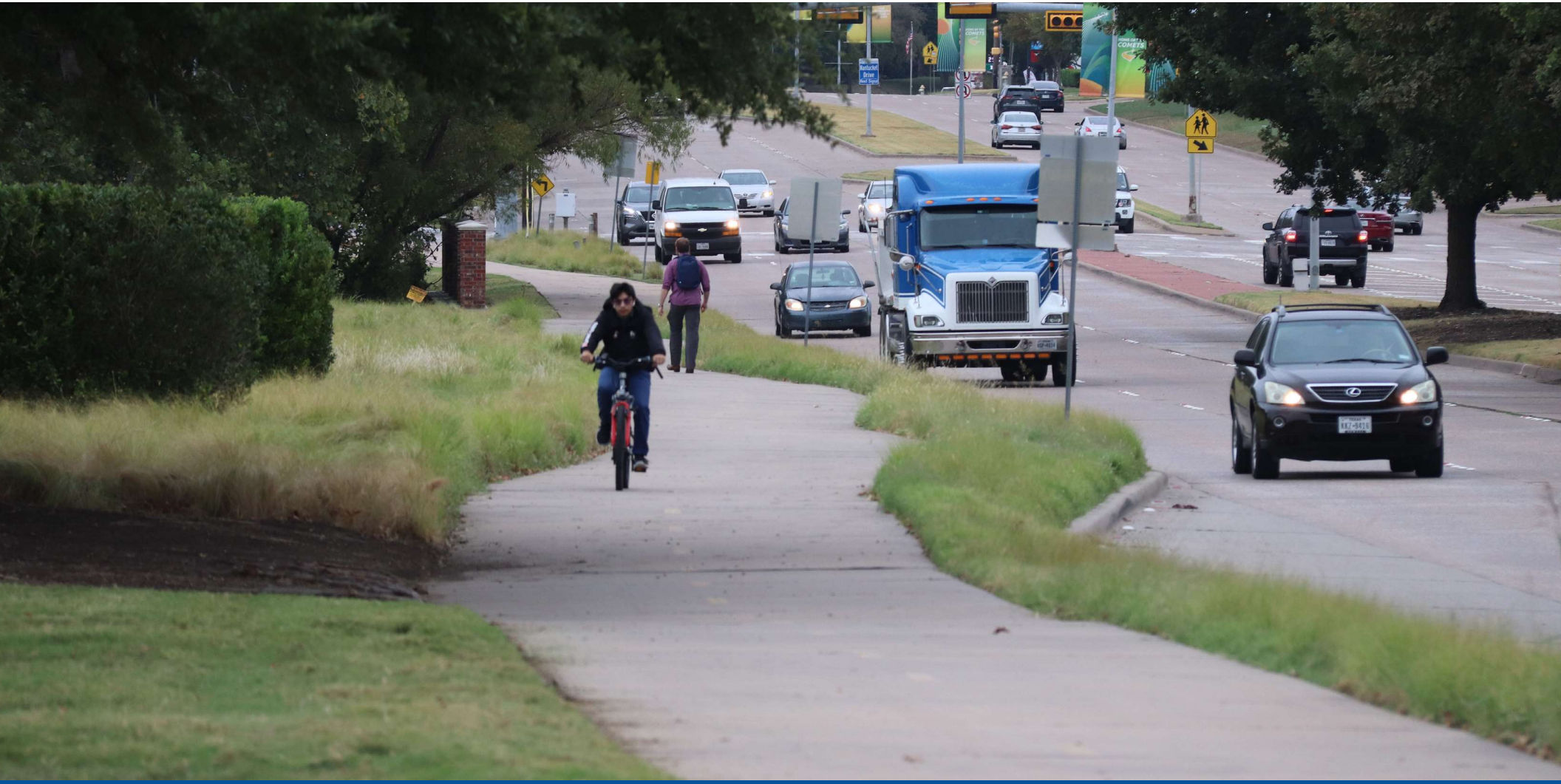
RICHARDSON'S FUTURE

As the 2009 Comprehensive Plan acknowledged, in the years ahead the City will need to continue its pivot to redevelopment and revitalization and remain vigilant about the best use of the few acres of vacant land that remain. Establishing Public/Private Partnerships and other collaborative efforts with property owners on key development/redevelopment projects and allowing more density near DART stations are two obvious strategies, along with preserving and enhancing the integrity of Richardson's neighborhoods so that they remain attractive and sustainable. Maintaining and upgrading municipal infrastructure and offering first-class amenities will be important to supporting residents, businesses, and institutions as demands for high-quality, reliable public services increase, stresses on limited City resources intensify, and quality of life becomes more of a factor in personal and business location decisions, not only among DFW cities, but throughout the country.

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APPENDIX II

Transportation and Mobility



University Trail along Campbell Road

CONTEXT-SENSITIVE DESIGN

Roadway Candidates for Context-Sensitive Design

Richardson's transportation infrastructure has historically been developed to fully planned dimensions, leaving minimal opportunities for new roadways or expansions; however, as mobility trends and community needs evolve, the City has pursued the reallocation of existing roadway width to support alternative transportation modes.

An assessment of existing conditions, mobility trends, and stakeholder input identified additional roadways that could benefit from reconfiguration to improve functionality, safety, and efficiency. Potential candidates for roadway reconfiguration and implementation of Context-Sensitive Design (CSD) have been noted based on several criteria, including the number of travel lanes, existing LOS, and daily traffic volumes.

Roadways with four or more lanes, a LOS of A or B, and traffic volumes below certain thresholds were evaluated as strong or potential candidates. These thresholds, based on NCTCOG capacity estimates, help identify roadways where space can be reallocated for other uses without significantly affecting vehicle traffic flow.

Roadways with lower traffic volumes are more likely to be strong candidates for reconfiguration, though land use context and ATP recommendations will guide final decisions. Each candidate will be evaluated on a case-by-case basis to ensure alignment with stakeholder input, adjacent land uses, and multimodal transportation needs.

Additional factors that influence potential roadway reconfigurations include:

- **Roadway Maintenance.** Routine resurfacing or restriping presents a cost-effective opportunity to implement lane reconfiguration during scheduled maintenance, maximizing the benefits with minimal additional expenses.

Figure A.1 | Richardson Daily Traffic Volume Thresholds by Road Typology

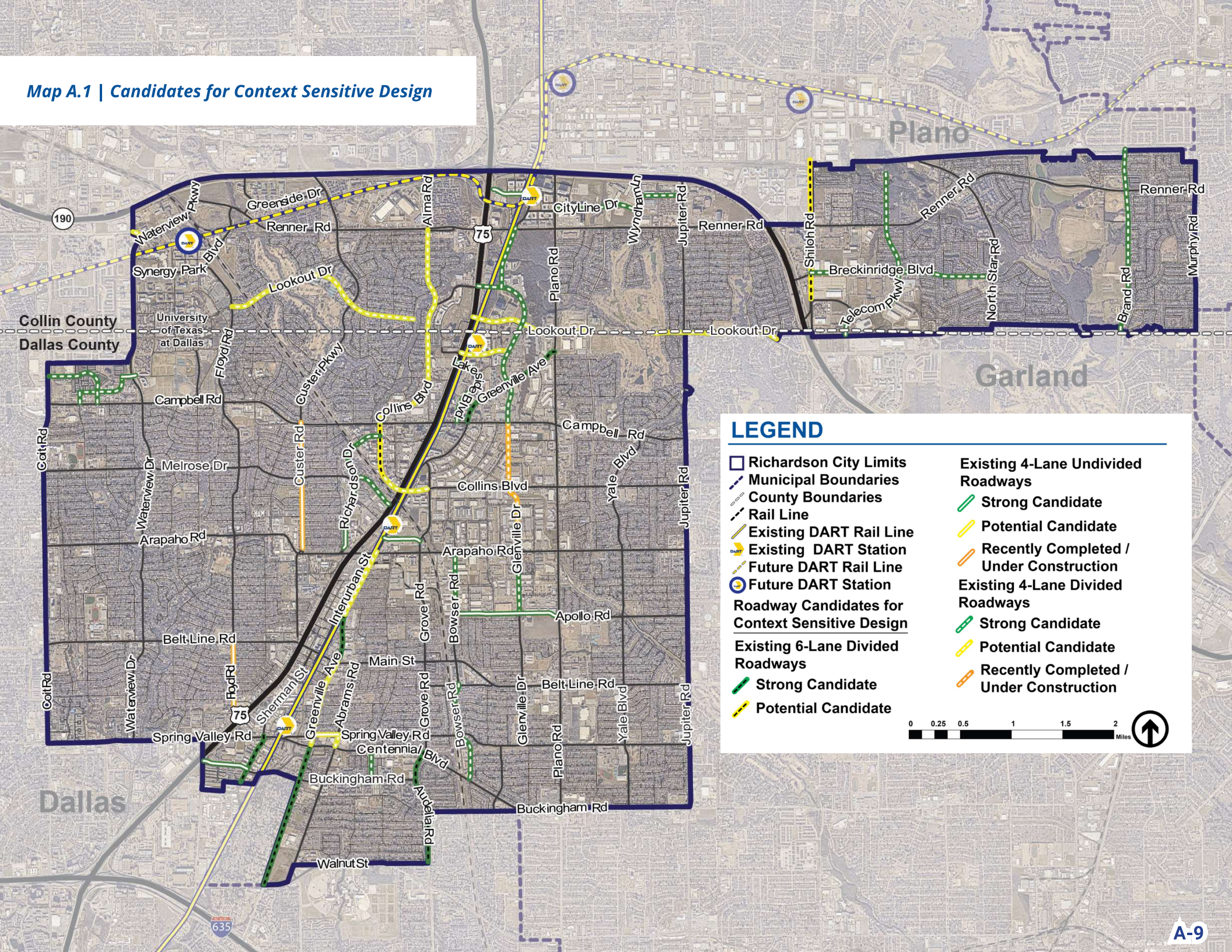
	Daily Traffic Volume Threshold	
Existing Roadway Cross Section	Strong Candidate	Potential Candidate
6-Lane Divided	18,000	29,000
4-Lane Divided	13,000	20,000
4-Lane Undivided	9,000	15,000

Note: All thresholds are based on NCTCOG's daily capacity estimates per lane, assuming a suburban residential setting. "Strong candidate" thresholds use collector roadway volume thresholds, while "potential candidates" use an average threshold between arterial roadway types.

- **Capital Projects.** City-initiated capital improvement projects within the right-of-way, such as a streetscape improvement project, offer opportunities to redesign roadways, improve pedestrian crossings, and adjust lane configurations.
- **Catalyst Projects.** The opportunity to reimagine an established roadway may come through the form of catalyst projects. When a major development/redevelopment project occurs, there may be opportunities to reimagine the public realm and recalibrate the street to better interact and support the evolving land use implications.

By adopting a proactive and context-sensitive design approach to reconfiguration, Richardson aims to create a more balanced and accessible transportation system that supports the City's mobility guiding principles and enhances the overall quality of life for residents and visitors alike.

Map A.1 | Candidates for Context Sensitive Design



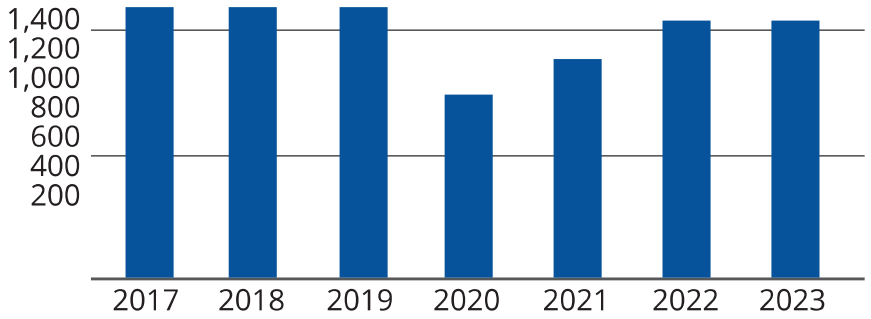
SAFETY

Crash History

To identify and better understand potential safety risks throughout the city, historical data in TxDOT's Crash Record Information System (CRIS) was analyzed for the 2017 to 2023 time period. This historical perspective helps engineers spot potential trends in both crash locations and contributing factors. There were 8,319 total crashes in the city during the period studied, resulting in 56 fatalities and 227 serious injuries. This data does not include crashes that occurred on US 75 or President George Bush Turnpike.

The city experienced 1,283 total crashes in 2019, but saw a sharp decrease in 2020, largely due to the COVID-19 pandemic. Since 2020, however, total crashes throughout the city have increased each year so that 1,243 total crashes were registered in 2023.

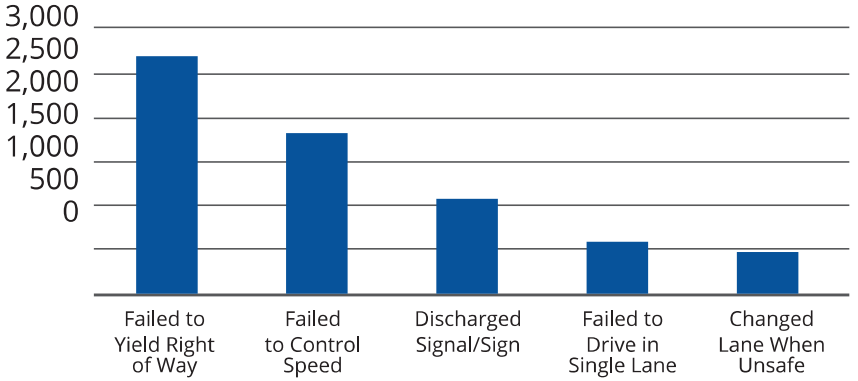
Figure A.2 | Total Crash Summary (2017-2023)



Over the seven years analyzed, the two years with the largest proportion of "Fatal injury crashes" were 2022 and 2023. Although total crashes reached a five-year low in 2020 due to the pandemic, the increased use of active transportation and pedestrian activity throughout the city contributed to these outcomes. "Suspected serious injury" crashes peaked in 2021, while incidents coded as "Not injured" made up the greatest proportion of total crashes in 2022 and 2023.

According to TXDOT's CRIS data, the top contributing factors for crashes in Richardson during the seven-year period studied were "Failed to yield right of way" and "Speeding". "Failed to yield right of way" was the top contributing factor for all crashes within the city, with significantly greater frequency than any of the others.

Figure A.3 | Top Contributing Factors (2017-2023)



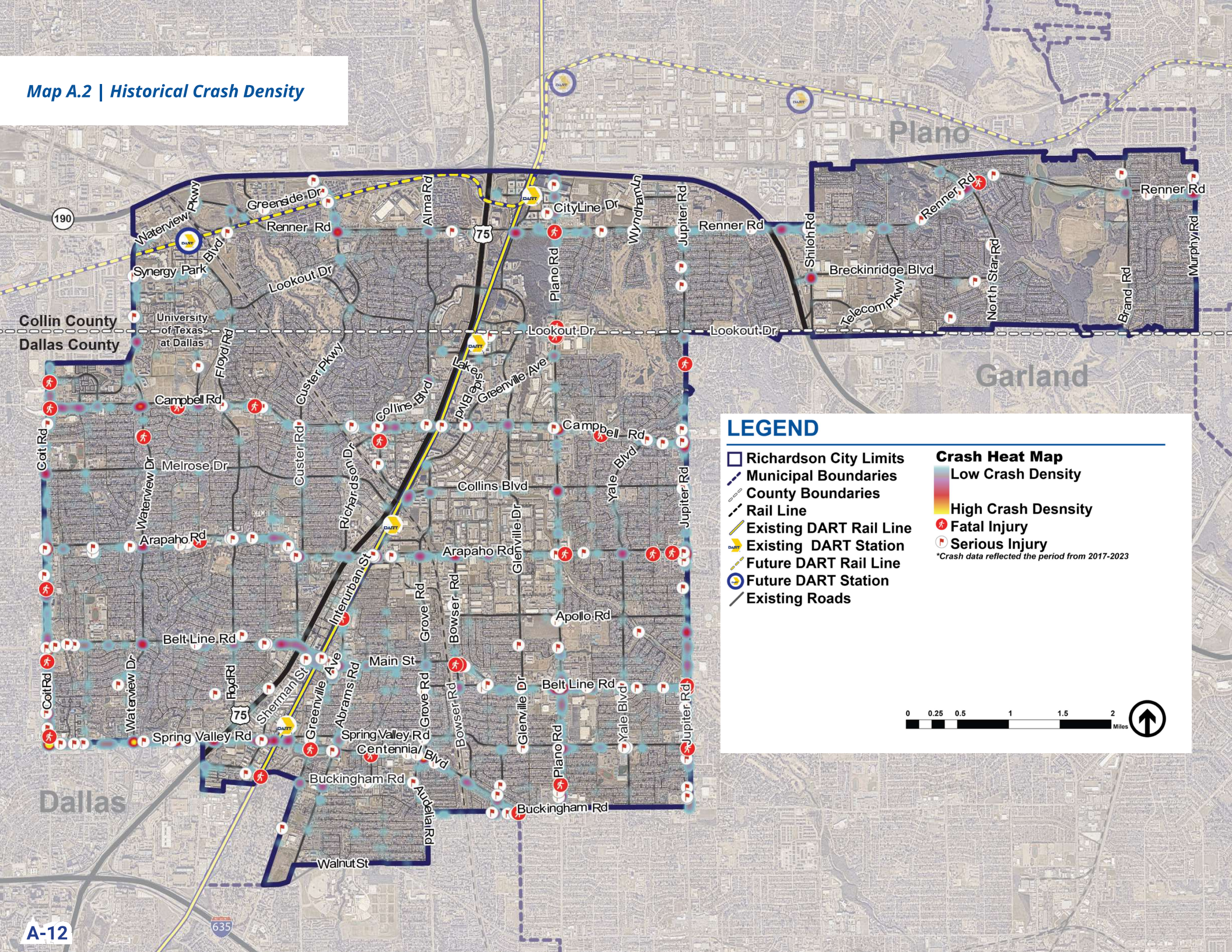
The corresponding crash heat map displays the density of crashes in Richardson from 2017 - 2023. The crash heat map is a visual representation of the crash counts at all recorded locations in the city, regardless of traffic volumes, number of lanes, or speed limit; however, each of these factors asserts a level of influence on crash frequency and location. As the map indicates, the greatest number of crashes occurs at intersections where traffic volumes are the highest.

Most crashes in the city are observed at high-volume intersections, where conflicts are most likely to occur for vehicles, pedestrians, and bicycles. Several arterial roadways emerged as challenging locations through the analysis, most notably Coit Road, Belt Line Road, and Plano Road.

The Texas Strategic Highway Safety Plan (SHSP) is a comprehensive document designed to identify strategies and initiatives that reduce traffic-related fatalities and injuries across the state's transportation network. It includes detailed analyses of crash data, the identification of high-risk areas, and prioritization of countermeasures. The plan integrates engineering, education, enforcement, and emergency medical services to address key factors contributing to crashes. By implementing the targeted initiatives, the SHSP becomes a pivotal tool for improving safety conditions, ultimately saving lives. Richardson secured funding for eight intersection improvement projects in 2020, and 11 Highway Safety Improvement Program (HSIP) projects are underway from the 2021 cycle. This level of capital improvements showcases the City's commitment to addressing identified safety risks.

While the data provides a good indication of Richardson's safety challenges, particularly at high-crash intersections, the City is already taking significant steps with targeted improvements to address these issues through HSIP projects and intersection upgrades. Looking ahead, the development of the Vision Zero/ Safety Action Plan, backed by federal funding, will enable Richardson to take proactive steps to address crash risks with proven countermeasures for enhanced safety at critical intersections. By continuing to focus on both engineering solutions and behavioral change, Richardson will be well-positioned to make substantial progress toward the long-term goal of improving road safety for all users.

Map A.2 | Historical Crash Density



LEGEND

- Richardson City Limits
- Municipal Boundaries
- County Boundaries
- Rail Line
- Existing DART Rail Line
- Existing DART Station
- Future DART Rail Line
- Future DART Station
- Existing Roads

Crash Heat Map

- Low Crash Density
- High Crash Desnsity
- Fatal Injury
- Serious Injury

**Crash data reflected the period from 2017-2023*

APPENDIX III
Implementation Matrix



Richardson IQ Headquarters

The strategy for implementing *Envision Richardson* is comprehensive and coordinated, going beyond a simple list of tasks. For implementation to be most effective, the Action Items must be prioritized, with estimated timing, relative costs, and responsibility clearly defined. The following matrix was developed for use as a tool by staff for implementation, tracking, and ensuring transparency.

Figure A.4 | Land Use

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Secondary Land Use Guidance. Establish criteria for consideration and approval of secondary land uses to allow an appropriate level of control associated with each PlaceType, particularly in those that would impact existing neighborhoods.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Code Updates. Prepare updates to the City's zoning and subdivision regulations to align them with the vision reflected in this Land Use element, and remove barriers to development or revitalization.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Fiscal Impact Analysis. Use the fiscal impact analysis model developed as part of this plan to evaluate proposals for new development and redevelopment so that the costs and benefits to the City and the community can be considered as determinations are made on proposed projects.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Communication with Development Interests. Work with development interests (developers, builders, real estate professionals, etc.) to inform them about *Envision Richardson* in general, highlighting the Place Type concept and the new opportunities for Missing Middle Housing in Richardson.	Medium	Short-term (0-3 years)	$ (up to $250K)	Economic Development

Figure A.5 | Transportation and Mobility

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Engineering Standards for Complete Streets. Revise the City's engineering standards to ensure that all streets are designed to accommodate multiple modes of transportation safely and efficiently.	High	Short-term (0-3 years)	$ (up to $250K)	Transportation and Mobility
Active Transportation Plan (ATP). Continue to make improvements to the City's active transportation system to encourage the use of non-motorized transportation options and enhance overall mobility.	High	In Process/Ongoing	$$$$ (more than $5M)	Transportation and Mobility
DART Coordination and Collaboration. Encourage Local Transit Programs and Transit infrastructure improvements in Coordination with DART.	High	In Process/Ongoing	$ (up to $250K)	Transportation and Mobility
Crosswalk Policy. Develop a comprehensive policy for the installation, maintenance, and enhancement of crosswalks across the city.	High	Short-term (0-3 years)	$ (up to $250K)	Transportation and Mobility
Neighborhood Traffic Calming Measures. Review and update the 2008 Traffic Calming Policy and implement in residential neighborhoods to reduce speeding and improve safety.	High	In Process/Ongoing	$ (up to $250K)	Transportation and Mobility
Travel Demand Management (TDM). Encourage and support initiatives that reduce dependence on single-occupancy vehicles through travel demand management.	High	Mid-term (4-10 years)	$ (up to $250K)	Transportation and Mobility
Transit Services and Transit-Oriented Development (TOD). Collaborate with DART to align development projects with transit services, enhancing accessibility and connectivity.	High	In Process/Ongoing	$ (up to $250K)	Transportation and Mobility
Local, State, and Federal Funding. Proactively seek funding opportunities from various governmental levels to support transportation projects in the city.	High	In Process/Ongoing	$ (up to $250K)	Transportation and Mobility
Access Management. Encourage shared driveway access and evaluate access consolidation on major thoroughfares.	Medium	Mid-term (4-10 years)	$ (up to $250K)	Transportation and Mobility
Safety. Develop a ditywide Safety Action Plan/Vision Zero and continue to monitor traffic collision data and implement necessary safety countermeasures to reduce accidents.	High	In Process/Ongoing	$$ ($250K to $1M)	Transportation and Mobility

***Figure A.5 | Transportation and Mobility** (cont'd)*

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Road Reconfiguration. Consider road reconfiguration on overbuilt streets and pursue recofiguration where appropriate.	Medium	Mid-term (4-10 years)	$$$ ($1M to $5M)	Transportation and Mobility
Communication and Intelligent Transportation Systems (ITS) Master Plan. Complete the Communication Master Plan followed by an ITS Master Plan.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Transportation and Mobility
Transportation Capital Improvements Plan (CIP). Continue to develop and maintain long-range Capital Improvement Programs for transporation infrastructure.	Medium	Short-term (0-3 years)	$ (up to $250K)	Transportation and Mobility
Regional Coordination of Plans, Policies, and Programs. Participate in regional transportation system policies and programs to support the goals and objectives of NCTCOG's Metropolitan Transportation Plan 2045 and TxDOT's Long-Range Transportation Plan, including the coordination of short-term and long-term improvements to TxDOT Facilities.	Medium	In Process/Ongoing	$ (up to $250K)	Transportation and Mobility

Figure A.6 | Community Facilities

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Capital Improvements Plan. Continue to develop, implement, monitor, and update the City's Capital Improvements Plan by prioritizing, budgeting, and scheduling the construction and maintenance of community facilities and other infrastructure.	High	In Process/Ongoing	$$$$ (more than $5M)	Engineering & Capital Projects
Community/Public Facilities Master Plan. Create a detailed Public Facilities Master Plan that includes an assessment of current facilities and future needs.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Facilities & Fleet Department
Maintenance. Maintain all City facilities appropriately to preserve their safety, functionality, longevity, and appeal.	High	In Process/Ongoing	$$$$ (more than $5M)	Facilities & Fleet Department
City Hall and Library. Complete construction on the City Hall building and campus and the renovation of the Richardson Public Library to reinstate the important services they provide in their permanent locations.	High	In Process/Ongoing	$$$$ (more than $5M)	Engineering & Capital Projects
Other Community Facilities. Complete the renovation of the Animal Shelter, Fire Station No. 5, and Sherrill Park Golf Course as planned.	High	In Process/Ongoing	$$$$ (more than $5M)	Engineering & Capital Projects
Green Building. Apply green building techniques to the design, building, and operation of City facilities for better energy and cost efficiency and to reduce environmental impacts.	Medium	In Process/Ongoing	$$$$ (more than $5M)	Engineering & Capital Projects
Security. Evaluate building and cyber security needs and incorporate the necessary changes to technology and municipal structures for the protection of citizens, employees, data, and City assets.	High	In Process/Ongoing	$$ ($250K to $1M)	Facilities & Fleet Department
Partnerships. Support and enhance collaborations with partner agencies and organizations that help to fulfill the essential daily needs of Richardson residents and commercial users.	High	In Process/Ongoing	$ (up to $250K)	Engineering & Capital Projects
Flexibility. Incorporate flexible spaces and features into the design and retrofitting of City buildings and systems for improved functionality and efficiency.	Medium	In Process/Ongoing	$ (up to $250K)	Engineering & Capital Projects
Visual Appeal and User Comfort. Include aesthetics and user comfort as considerations in the design and finish-out of interior and exterior spaces in community facilities for the benefit and enjoyment of the public and the people who work and do business in them.	Medium	In Process/Ongoing	$ (up to $250K)	Engineering & Capital Projects

***Figure A.6 | Community Facilities** (cont'd)*

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Public Art. Consider incorporating public art, where appropriate, in City buildings and gathering spaces to instill civic pride and create distinctive civic places.	Medium	In Process/Ongoing	$ (up to $250K)	Engineering & Capital Projects
Public Input. Provide opportunities for community input on plans for City buildings and facilities that are expected to experience significant public use.	High	In Process/Ongoing	$ (up to $250K)	Engineering & Capital Projects
Fire Services Master Plan. Begin implementation of the Fire Services Master Plan to ensure a high level of service and the desired response times.	High	Short-term (0-3 years)	$$$ ($1M to $5M)	Fire Department
Police Department Assessment. Conduct a Staffing and Services Assessment that incorporates *Envision Richardson's* growth and land use assumptions to ensure that the Polce Department is prepared to maitain the high quality of services it provides to the Richardson community.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Police Department

Figure A.7 | Community Infrastructure

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Water System. Develop a process to review the impacts to the water system that will be triggered by redevelopment to identify and plan for any needed improvements.	High	Short-term (0-3 years)	$ (up to $250K)	Public Services
Water Supply. Work regionally to encourage affected partners to continue to consider ways to expand the region's water supply to meet future needs.	High	Long-term (>10 years)	$$$$ (more than $5M)	Capital Projects
Sanitary Sewer. Begin to implement design and construction of the improvements identified in the recent Wastewater Master Plan update to eliminate system deficiencies.	High	Short-term (0-3 years)	$$$$ (more than $5M)	Capital Projects
Storm Water. Continue execution of the Drainage Utility Work Plan, including finalizing the watershed studies to identify flooding concerns and performing citywide creek bank erosion assessments to identify erosion concerns; incorporate results into the Capital Improvements Plan (CIP).	High	Long-term (>10 years)	$$$$ (more than $5M)	Capital Projects
Capital Improvements Plan Updates. Update the CIP for all community infrastructure annually with a five-year outlook to identify projects that need to be designed and installed to maintain system functionality.	High	Short-term (0-3 years)	$ (up to $250K)	Capital Projects
Partnerships. Continue to partner with key agencies, including Dallas and Collin Counties, DART, NTMWD, NCTCOG, and others to coordinate efforts to provide needed infrastructure upgrades to serve future needs associated with the implementation of *Envision Richardson*.	High	In Process/Ongoing	$ (up to $250K)	Various
825 Water Improvements. Finalize construction associated with improvements to the 825 Pressure Zone to improve water capacity throughout the City's system.	High	In Process/Ongoing	$$$ ($1M to $5M)	Capital Projects

Figure A.8a | Neighborhoods

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Existing Programs. Review existing neighborhood programs to determine whether the goals, strategies, and criteria for participation should be updated.	High	In Process/Ongoing	$ (up to $250K)	Community Services
New Programs. Consider potential new programs to encourage further investments in Richardson neighborhoods and the commercial areas that serve them.	High	In Process/Ongoing	$ (up to $250K)	Community Services
Zoning. Develop a zoning strategy that encourages the use of PlaceTypes to create more interesting and sustainable neighborhoods.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Connections. Enhance connections between Richardson neighborhoods and to destinations such as parks, retail centers, restaurants, and jobs.	High	In Process/Ongoing	$$ ($250K to $1M)	Community Services

Figure A.8b | Housing

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Housing Inventory. Maintain an inventory of Richardson's existing housing stock, its price points and vacancy rates, and entitled residential projects to provide a baseline for program and policy reviews.	High	In Process/Ongoing	$ (up to $250K)	Development Services Community Services
Housing Needs. Prepare a housing needs assessment to better understand the gaps between current housing inventory and demand that current and future residents will create.	High	In Process/Ongoing	$ (up to $250K)	Community Services
Innovative Housing Solutions. Explore ways that Richardson can encourage the use of new technologies to reduce home energy usage and expand the usage of building materials that are more durable and resilient to deliver housing at more affordable price points , while maintaining quality.	High	In Process/Ongoing	$ (up to $250K)	Development Services Community Services
New Programs. Consider development of housing assistance programs based on the findings of the housing needs assessment, maintaining a clear alignment with assistance offered and community needs.	High	In Process/Ongoing	$$ ($250K to $1M)	Community Services
Zoning. Explore zoning options that allow Missing Middle Housing types, including accessory dwelling units (ADUs) in neighborhoods that are appropriate. Locations for zoning modifications should align with PlaceType descriptions.	High	In Process/Ongoing	$ (up to $250K)	Community Services will help with inspections and enforcement.

Figure A.9 | Parks, Trails, and Open Space

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Complete Major Parks Plan Initiatives. Complete the six major initiatives identified in the Parks, Recreation and Open Space Master Plan as part of plan implementation.	High	Mid-term (4-10 years)	$$$ ($1M to $5M)	Parks and Recreation
Creative Park Opportunities. Be mindful of the Level of Service analysis in the City's park master plan as Richardson continues to grow, and seek creative opportunities for new parks and recreational areas to identify improvements and promote access for all Richardson residents.	Medium	Long-term (>10 years)	$ (up to $250K)	Parks and Recreation
Trail connections. Implement the construction of trail connections in alignment with the Parks, Recreation and Open Space Master Plan and Active Transportation Plan, prioritizing the closing of gaps in the current system, additional trail connections to destinations within Richardson, and connections to adjacent cities.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Parks and Recreation
Funding Opportunities. Identify and pursue a mix of funding sources to provide for ongoing maintenance and future improvements to parks, trails, and open space to meet community needs as the city grows.	Medium	In Process/Ongoing	$ (up to $250K)	Parks and Recreation
Expand Park Programming and Facilities. Introduce more active programming, such as fitness classes, community events, or environmental education programs, to make parks more vibrant and engaging.	Low	In Process/Ongoing	$ (up to $250K)	Parks and Recreation
Privately-Owned Public Spaces. Encourage privately-owned public spaces as creative open space opportunities.	Medium	Short-term (0-3 years)	$ (up to $250K)	Development Services

Figure A.10 | Natural Environment

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Partnerships and Collaboration. Continue to work with regional partners on initiatives to make the community more environmentally sustainable.	High	In Process/On-going	$ (up to $250K)	Various
Education and Awareness. Continue to spread awareness of sustainable practices in the community across social media platforms and City newsletters.	High	In Process/On-going	$ (up to $250K)	Communications
Landscape Ordinance Review. Review the City's landscaping requirements on a periodic basis to ensure they encourage the use of native and drought-tolerant species.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Water-Efficient initiatives. Encourage the adoption of citywide water-efficient practices and technologies.	Medium	Short-term (0-3 years)	$$ ($250K to $1M)	"Development Services Capital Projects?"
Reduced Environmental Impacts. Ensure that the City's current initiatives, master plans, and recommendations relative to the natural environment are consistent with the goal of reducing environmental impacts.	Medium	Short-term (0-3 years)	$ (up to $250K)	Various
Environmental Approach. Consider an environmental approach that assesses the status of water pollution, water and energy consumption, and waste production to develop goals and benchmarks the City organization should strive to achieve in the future.	Medium	Short-term (0-3 years)	$ (up to $250K)	Various
Low-Impact Development (LID). Update zoning ordinances and building codes as required to encourage LID practices, such as the use of permeable pavements, bioswales, and green roofs in new developments.	Medium	Short-term (0-3 years)	$ (up to $250K)	"Development Services Building Inspection"
Green Infrastructure. Integrate green infrastructure into municipal buildings and public spaces to demonstrate its benefits to the community, and build or retrofit public infrastructure projects, including parks and streetscapes, with LID techniques such as rain gardens, permeable pavements, and vegetated swales.	Medium	Short-term (0-3 years)	$$$ ($1M to $5M)	Various
Reduced Light Levels. Encourage Richardson residents and businesses to reduce non-essential lighting during bird migration periods to protect birds from colliding with buildings as they pass through Richardson on their migratory journey.	Medium	Short-term (0-3 years)	$ (up to $250K)	Communications

Figure A.11 | Enhancement Areas

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Focused Community Engagement. Engage the community surrounding each Enhancement Area in additional dialogue to further refine the mobility, urban design, and amenity features that will support the overall vision for each location.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Detailed Market Analysis. Conduct a detailed market analysis for each of the Enhancement Areas to refine the market-supported mix of PlaceTypes appropriate for each one.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Regulatory Review. Conduct a review of current zoning requirements in each Enhancement Area for alignment with the vision, and consider proactive rezoning of each Enhancement Area where such rezoning will remove a significant barrier to adaptive reuse, redevelopment, or reinvestment. (This action could be combined with the other Highest-Priority Action Items into a single process for each location.)	Medium	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Financial tools. Evaluate the feasibility/benefits for implementing a variety of financial tools to assist in implementing the desired vision for each enhancement area.	Medium	Short-term (0-3 years)	$ (up to $250K)	Development Services
Design guidelines. Work with stakeholder to establish a desired brand or character for each enhancement area and create design guidelines that accentuate each areas spirit of place.	Medium	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Demonstration/catalyst project. Work with each enhancement area's stakeholders to identify potential demonstration of catalyst projects that can inform the private sector of the City's commitment to the vision of each area.	Medium	Short-term (0-3 years)	$$$ ($1M to $5M)	Development Services

Figure A.12 | Economic Development

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Office Market Health. Continuously maintain an inventory of office space, including properties with high vacancy rates, and consider using a variety of performance metrics to identify properties that could be candidates for redevelopment.	High	Short-term (0-3 years)	$ (up to $250K)	Economic Development
Reinvest in Outdated Office Campuses. Explore ways that Richardson can encourage reinvestment in outdated office campuses through adaptive reuse of existing buildings, or demolition and construction of new spaces. This should include researching projects that have been successfully completed in the Dallas Metroplex, a review of local incentives and partnerships that may be required to attract developers, and identification of high priority buildings.	High	Short-term (0-3 years)	$ (up to $250K)	Economic Development
Strategies for Office and Flex Buildings. Explore the possibilities for participating with property owners in the modification of existing office and flex buildings that are strategically positioned to create top tier assets and consider establishing a grant program to assist with tenant improvements in these spaces.	High	Short-term (0-3 years)	$$$ ($1M to 5M) (would include funding the participation and grant program)	Economic Development
Local Incentives and Programs. Review the suite of local incentives to identify those that would be most effective in supporting various redevelopment and infill opportunities as they are presented.	High	Short-term (0-3 years)	$ (up to $250K)	Economic Development
Review Prior Study Areas. Review the visions and zoning requirements for the Enhancement/Redevelopment Areas identified in the the 2009 Comprehensive Plan to determine whether they align with the projections of this plan and current market realities and whether they are likley to acheive their stated goals.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Reinvestment Areas. Examine available tools to support infill and redevelopment in the Reinvestment Areas to sustain job creation and balance the long-term fiscal sustainability in Richardson.	High	Short-term (0-3 years)	$ (up to $250K)	Economic Development
Arapaho Center Station Transit Oriented Development (TOD). Review previous TOD planning efforts and develop new strategies to attract transit-oriented development to the Arapaho Center Station to support the Innovation District and the Richardson community as a whole.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Comparative Reviews. Review incentives that nearby communities are offering to inform local decision making to ensure Richardson remains competitive.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services

Figure A.13 | Implementation

Action Item	Priority	Timing	Relative Public Sector Cost	Lead Department
Tracking Mechanism. Use the Implementation Matrix created as a tracking mechanism for staff and to sustain momentum for the plan.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Transparency. Post the Implementation Matrix on the *Envision Richardson* website and develop an online dashboard or other concise tool for tracking progress on the plan to promote transparency.	High	Short-term (0-3 years)	$ (up to $250K)	Development Services
Staff Resources and Responsibilities. Advise City staff in various departments of their role in implementing the Action Items, including the development of annual budgets and department work plans.	High	Short-term (0-3 years)	$ (up to $250K)	City Managers Office
Regulation Review/Revision. Review the zoning ordinance, subdivision ordinance, and other regulations and guidelines for conformity with *Envision Richardson* and revise as necessary.	High	Short-term (0-3 years)	$$ ($250K to $1M)	Development Services
Application Review. Evaluate the consistency of applications for zoning, special permits, and special development plans with *Envision Richardson*, and include the results in the staff report along with other relevant considerations for each proposal.	High	In Process/Ongoing	$ (up to $250K)	Development Services
Progress Tracking Report. Monitor progress on plan implementation on an ongoing basis and report progress as needed.	High	In Process/Ongoing	$ (up to $250K)	Development Services
Plan Updates. Review the *Envision Richardson* plan on a regular basis, such as every five years, to determine whether updates are needed and conduct these updates if necessary.	Medium	Mid-term (4-10 years)	$$ ($250K to $1M)	Development Services
Local Control. Continue to prioritize the issue of maintaining local control as part of the City's legislative agenda.	High	In Process/Ongoing	$ (up to $250K)	City Manager's Office

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