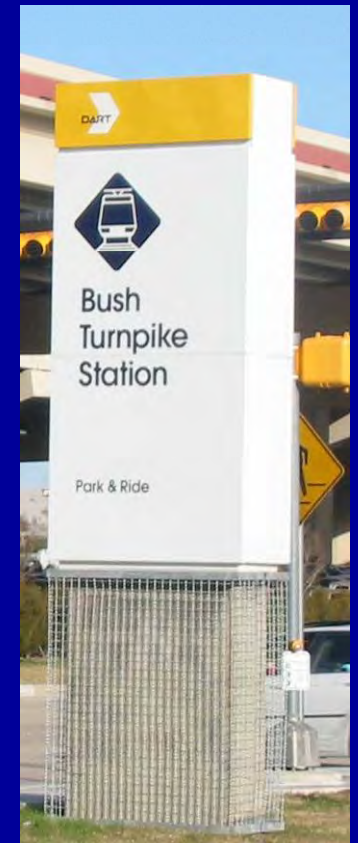


Planning and Zoning Strategies for the Bush Turnpike Station

**Richardson City Council
and
City Plan Commission
Joint Work Session
June 7, 2010**



Meeting Objectives

- Orientation to the Site
- Introduction of the Team
- Introduction of the Development Goals and Objectives
- Mutual Alignment of Developer Goals and Methods
 - Landowner/Landowner
 - Landowners/City
 - City Council/CPC
- Feedback to Initial Concepts and Approval Processes

Location, Location, Location



- 110 acres of prime, vacant land adjacent to the Bush Station
- Additional 180 acres in close proximity
- Only rail station in Richardson with at-grade access and greenfield opportunities on two sides
- “In real estate lingo, locations like the Richardson property are described as the corner of Main Street and Main Street, meaning they’re top notch.” Steve Brown, Dallas Morning News, August 31, 2009

Convergence of Activities

- US 75/PGBT Regional Access and Upgrades
- Trails Development
- Intermodal Connector: Road to Rail
- Intersection Upgrades
- Cotton Belt Interface: Rail to Rail

Cotton Belt

- Cotton Belt Conceptual Engineering and Funding Study Completed by NCTCOG
- DART and NCTCOG Pursuing Accelerated Implementation
- DART Initiating Preliminary Engineering Environmental Impact Statement / Location Analysis
- NCTCOG Release of RFP for “Innovative Financing Initiatives”

Magnitude of the Bush Turnpike Station Area Possibilities



(TOD areas to scale)

Caliber of the Partners

- Bush/75 Ltd
 - Parliament Group
 - Gateway Planning
 - Kimley-Horn
- Caruth
 - Good Fulton & Farrell
 - Transwestern
 - US Trust Bank of America
 - Republic Title
- DART
- NCTCOG

Background

- COR History in Promoting TOD
 - Urban Land Institute Advisory Panel Report (2000)
 - Galatyn Park
 - Spring Valley Area Plan/Brick Row
 - Arapaho Station Area Plan
 - UTD-Cotton Belt Rail Station Master Plan
 - Celebrating Leadership in Development Excellence
 - 2003 – Richardson TOD Frequently Asked Questions
 - 2007 – Spring Valley Station District (Brick Row)

Critical Roles of the City in TOD

- Zoning and Development Regulations
 - Creating new categories to accommodate preferred development
- Infrastructure
 - Partnering with development community to provide necessary infrastructure – streets, utilities, drainage
- Land Development/Redevelopment
 - Marketing station areas
- Financial Strategies
 - Public/Private Partnerships agreements
 - TIF

Issues/Timing

- Property owners need to acquire appropriate development rights to facilitate TOD
- Zoning will be initiated by the property owners, not the City
- City needs to plan for infrastructure requirements
- Secure/protect preferred route of Cotton Belt interface at the Bush Station
- Future NCTCOG Sustainable Development Funding
 - Identification of development partners
 - Necessary zoning regulations in place

Proposed Schedule

- June – Joint Worksession Kick-off
- July - formal zoning applications filed by property owners
- August-Sept – staff review of proposed zoning, traffic and infrastructure plans
- October – CPC Public Hearing
- November – 2nd CPC meeting if necessary
- November – City Council Public Hearing(s)
- December – adoption of ordinances

