

City Council Meeting Presentations

April 20, 2026

1. SHORT TERM RENTAL REGULATIONS
2. STREETS & ALLEYS MAINTENANCE STRATEGIES

REVIEW AND DISCUSS UPDATE ON SHORT-TERM RENTAL REGULATIONS

City Council Meeting: April 20, 2026

INTRODUCTION

- On March 2, 2026, Council expressed a desire to better understand:
 1. The total number of STRs operating in Richardson
 2. If clusters of STRs exist in certain areas
 3. If STRs are negatively impacting the integrity of neighborhoods because of the temporary nature of the occupants of STRs, particularly related to:
 - Unreasonable noise
 - Disorderly conduct
 - Criminal activity
 - Parking
 - Trash
 4. If a temporary prohibition on STRs is prudent to gather more information before evaluating the need for additional regulations

FINDINGS NECESSARY TO IMPLEMENT TEMPORARY PROHIBITION

- A temporary prohibition of STRs must be tied to a legitimate government purpose related to health, safety, and welfare to be justifiable
- Findings necessary to implement a prohibition on the registration of new short-term rentals must show:
 - Substantial complaints of the clustering of STRs in certain City neighborhoods, which potentially have a negative impact on such neighborhoods
 - A determination that a fair and balanced regulatory framework permitting STRs is necessary to ensure STRs do not become clustered, thus causing a nuisance
 - STRs negatively affect the integrity of neighborhoods because of the temporary nature of the occupants of STRs

POTENTIAL TEMPORARY PROHIBITION FRAMEWORK

- Applicability
 - Prohibit any new STRs in residential, apartment, duplex, and patio home districts
- Duration
 - 90 days
 - This timeframe would allow for data collection via the new software to better understand the number and distribution of short-term rentals
 - If the data indicates a need for further analysis, the temporary prohibition could be extended to allow for a more comprehensive study
- Purpose
 - Conduct a study into regulations regarding distance to prevent clustering and/or caps on total STRs
 - Inventory of all STRs to determine if there are other health, safety, and welfare concerns
- Registration Grace Period
 - Allow 30 days prior to the effective date of the temporary ban for existing STRs to register with the City
- Fine
 - \$500 per day penalty for operating without a permit

RECOMMENDATION

- Adopt a 90-day temporary prohibition to allow for further study of the impacts of STRs on residential neighborhoods
 - New software system will assist city staff in collecting data to determine if there are concerns with the number of STR's and clustering
 - Expect implementation of software in June/July and return of data in September

NEXT STEPS

- If directed to do so, an ordinance will be placed on Council's April 27th agenda for consideration.

STREET AND ALLEY PAVEMENT MAINTENANCE AND REHABILITATION STRATEGIES

April 20, 2026

CITY COUNCIL STRATEGIC GOAL

Value, protect, and create a positive return on City, resident, and other stakeholder investments in the City

CITY COUNCIL TACTIC

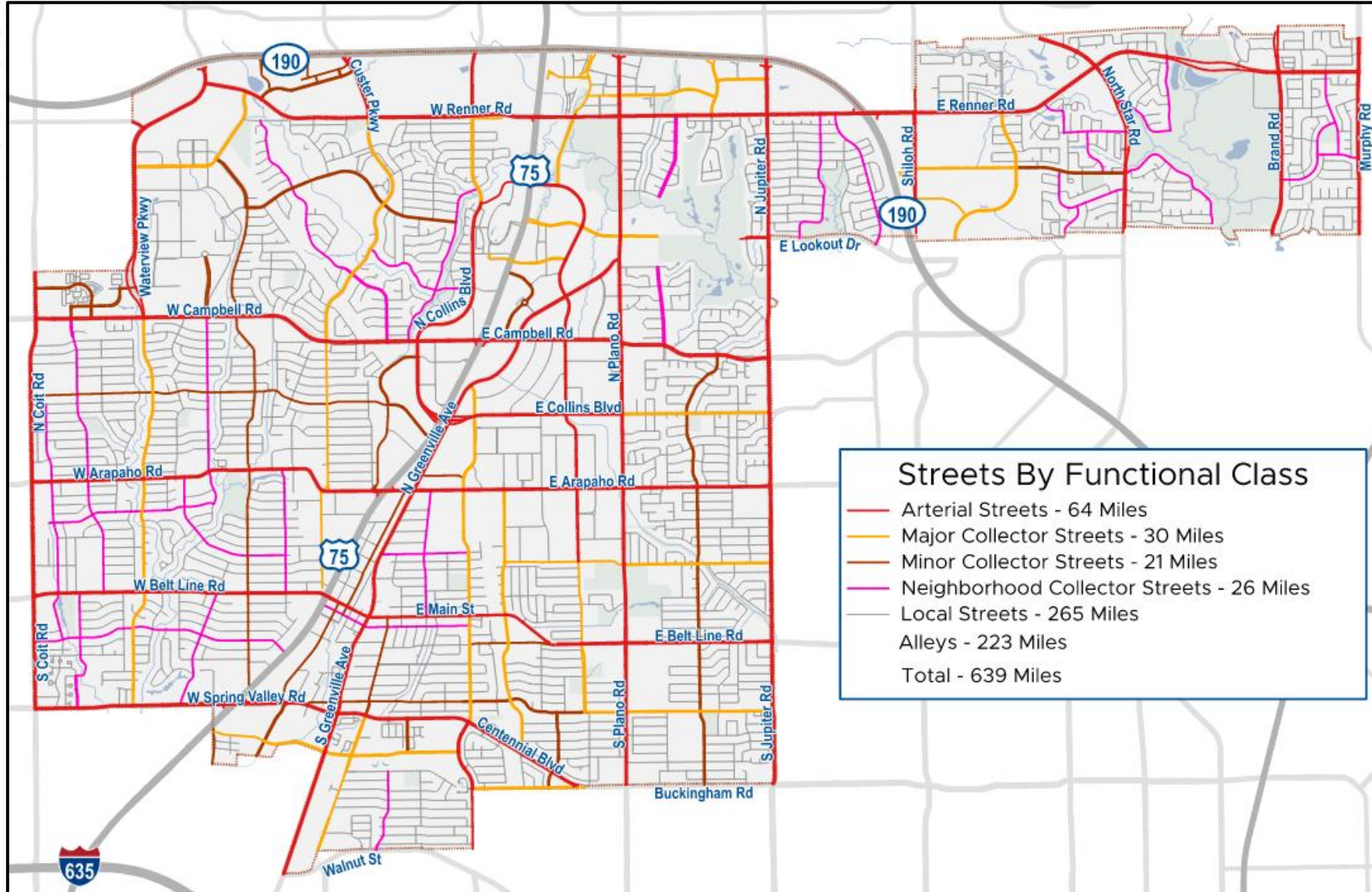
Discuss street maintenance programs and repair strategies

OVERVIEW

- Current Street Rehabilitation Strategy
 - Street Network
 - Life Cycle & Pavement Management Approach
 - PCI Based Approach
- Rehabilitation Strategy Discussion
- Asphalt Options
 - Traditional Overlay
 - Thin Overlay
 - City of Plano Experience
 - Comparison
- Council Feedback



STREETS NETWORK



STREET SURFACE TYPES

Concrete



369 Miles

6" – 8" concrete

Asphalt Over Concrete



45 Miles

2" asphalt on 6" – 8" concrete

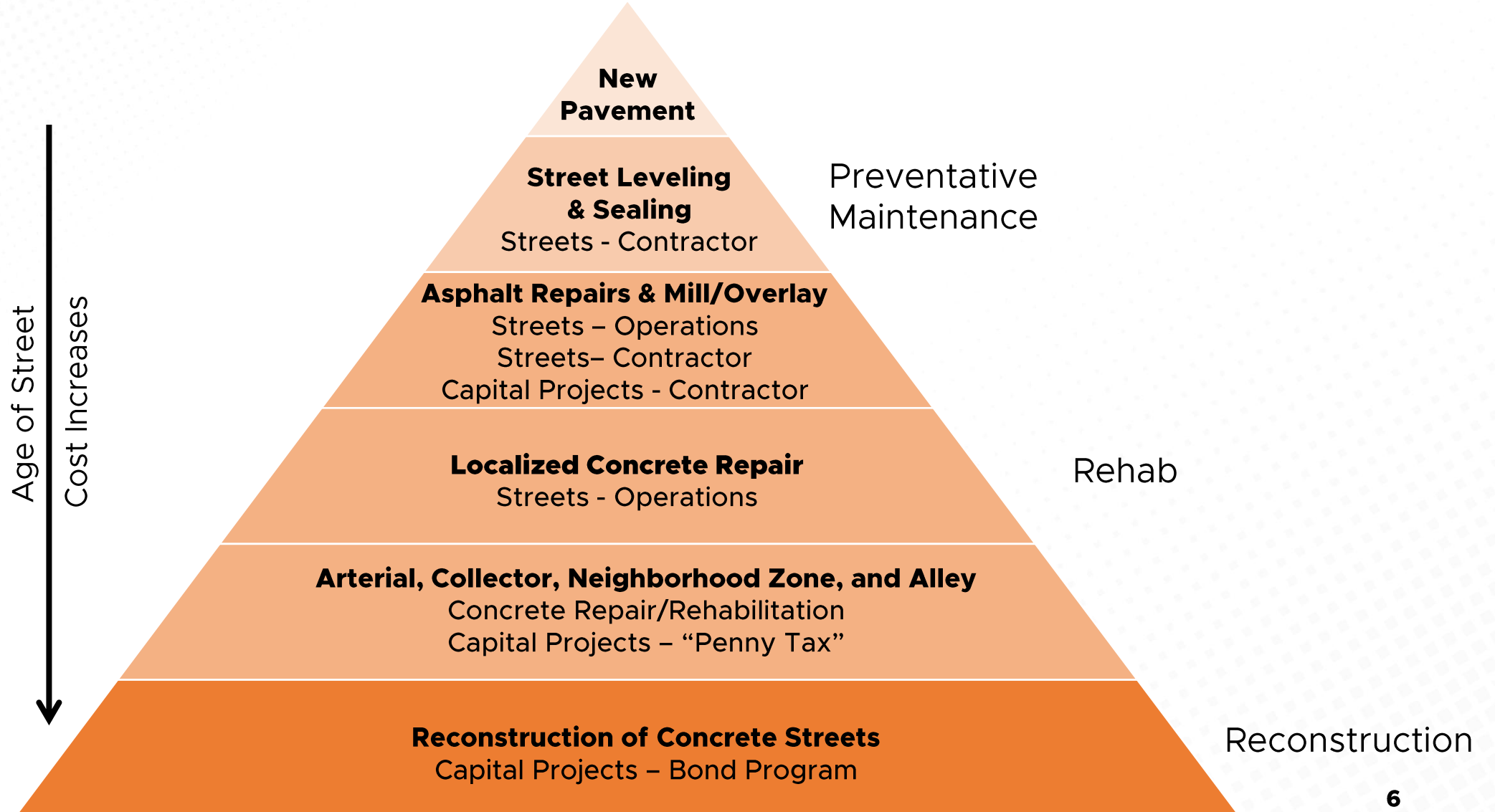
Full Depth Asphalt



2 Miles

4"-5" asphalt

STREET AND ALLEY LIFE CYCLE

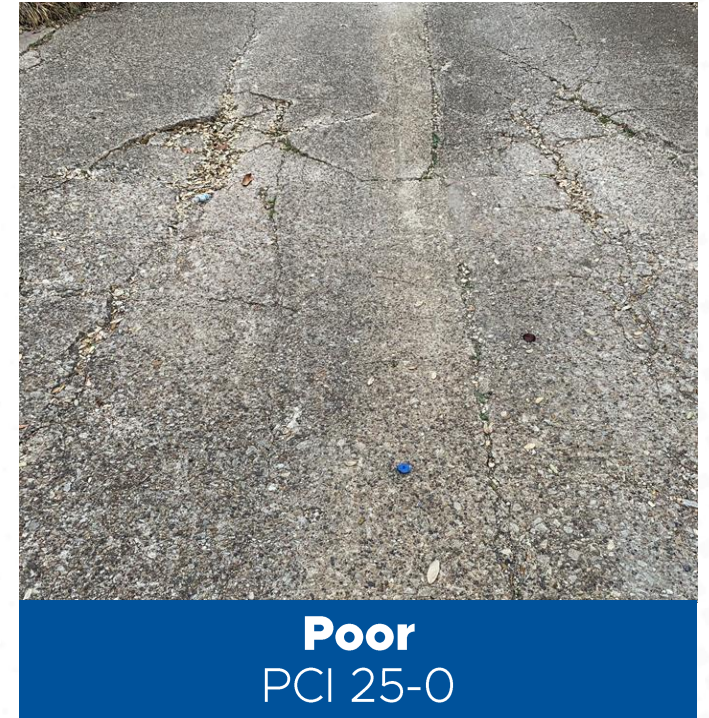
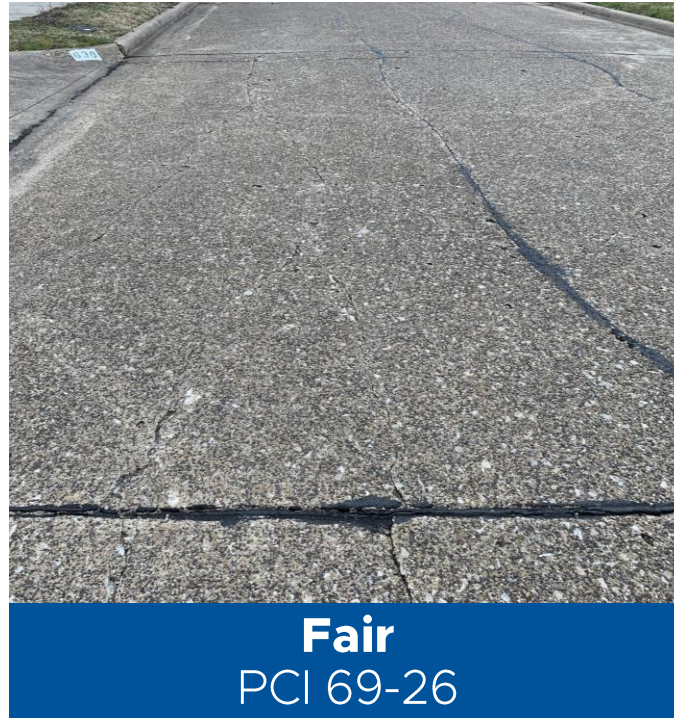


CURRENT ANNUAL PROGRAMS FUNDING

Program	Work Type	FY24 Funding	FY25 Funding	FY26 Funding
Neighborhood	Panel Replacement	\$ 1,918,900	\$ 2,351,800	\$ 3,190,000
Arterial/Collector	Panel Replacement or Asphalt Overlay	\$ 2,610,000	\$ 1,708,900	\$ 950,000
Alleys	Panel Replacement	\$ 1,933,300	\$ 2,037,600	\$ 1,928,300
Residential Overlay	Asphalt Overlay (2")	\$ 450,000	\$ 450,000	\$ 450,000
Maintenance & Misc	Crack Seal, Spot Repair, Street Leveling, Pavement Marking, Operations etc.	\$ 780,000	\$ 720,000	\$ 750,000
TOTAL		\$ 7,692,200	\$ 7,268,300	\$ 7,268,300

STREET AND ALLEY PROJECT PRIORITIZATION

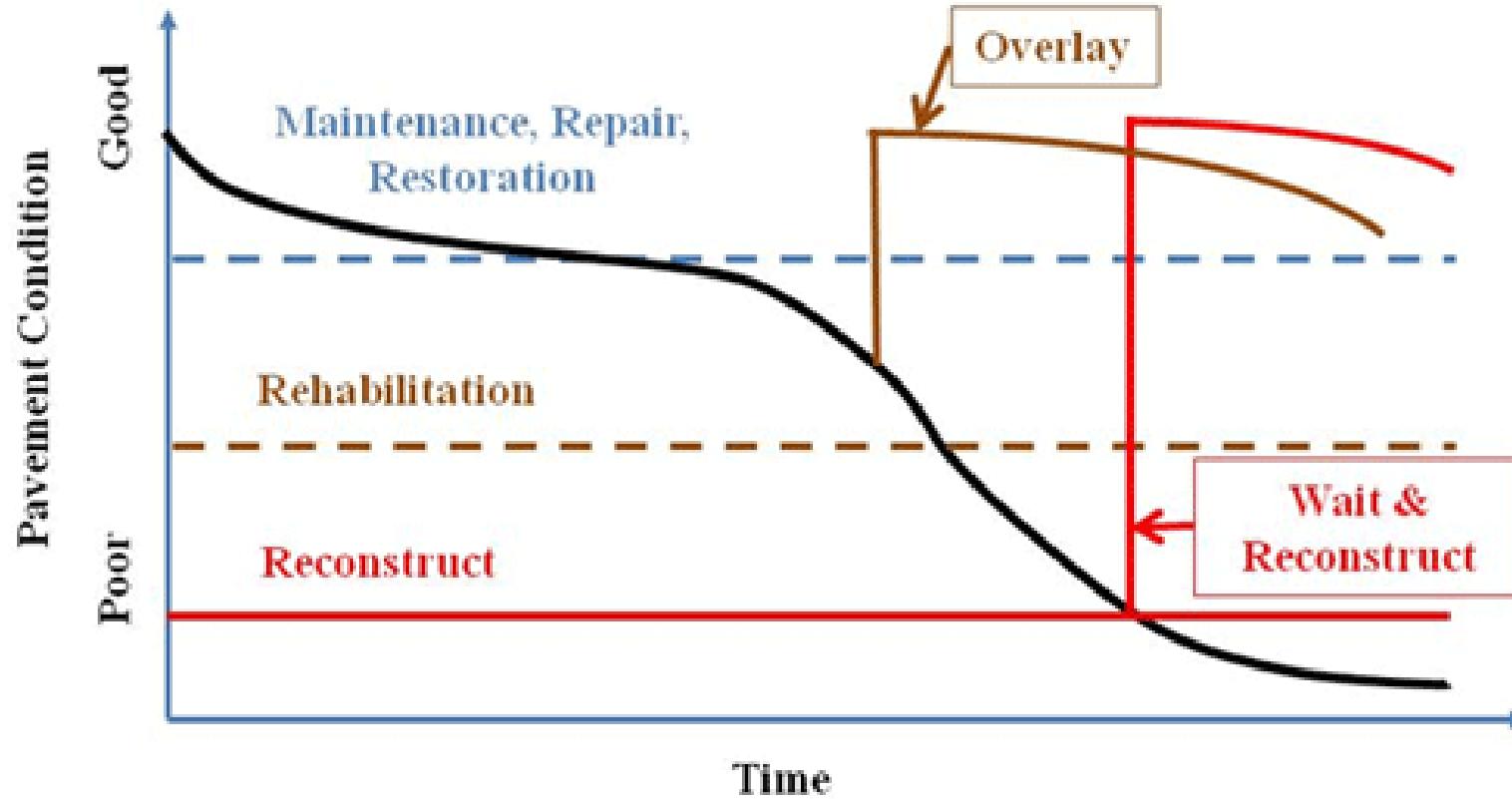
- A citywide pavement condition assessment was conducted in 2020.
- The study established a Pavement Condition Index (PCI) for all streets and alleys to rank them as Good, Fair, and Poor conditions.



STREET AND ALLEY PROJECT PRIORITIZATION

- Staff prioritizes the street and alley reconstruction and repair projects for 5-year bond and annual street rehab programs based on several factors:
 - Pavement Condition Data
 - Underlying Water and Sewer Condition
 - Drainage Improvement Needs
 - Project Size, Limits, Locations
 - Traffic Volume
 - Active Transportation Plan Network Elements
 - Development/Redevelopment Timing Considerations,
 - Grant and Other Funding Assistance, etc.
- 2026 Bond Program proposes \$89.6M in street and alley reconstruction as well as \$25M for concrete panel replacement for a total of \$114.6M

STREET AND ALLEY LIFE CYCLE



PCI RANGE:	100-70	69-26	25-0
CONDITION	Good	Fair	Poor
% of Network (2020)	33%	65%	7%

GOOD PAVEMENT REPAIR CONSIDERATIONS

- PCI of 100-70. The pavement is in a desirable condition and typically needs no maintenance/rehabilitation to improve condition
- Focus is on pavement preservation via preventative maintenance to slow deterioration
 - Keep water out, preserve surface integrity, address isolated issue quickly
- Asphalt overlays are generally viewed as premature and not cost-effective
- **Potential short-term strategies:**
 - Crack and joint sealing
 - Pavement levelling through foaming/mudjacking
 - Joint grinding
- **Potential long-term strategies:**
 - Treatments to seal the surface layer and preserve pavement life for asphalt streets

FAIR PAVEMENT REPAIR CONSIDERATIONS

- PCI of 69-25. In this range, activities transition from preservation to corrective maintenance and rehabilitation to restore structural capacity and/or manage decline until reconstruction.
- **Potential short-term strategies:**
 - Crack and joint sealing
 - Pavement levelling through foaming/mudjacking
 - Joint grinding
 - Localized panel replacement for concrete streets
 - Surface patching for asphalt streets
- **Potential long-term strategies:**
 - Targeted use of asphalt overlays with pre-overlay repairs for concrete streets
 - Mill and overlay asphalt streets with panel replacement, as needed

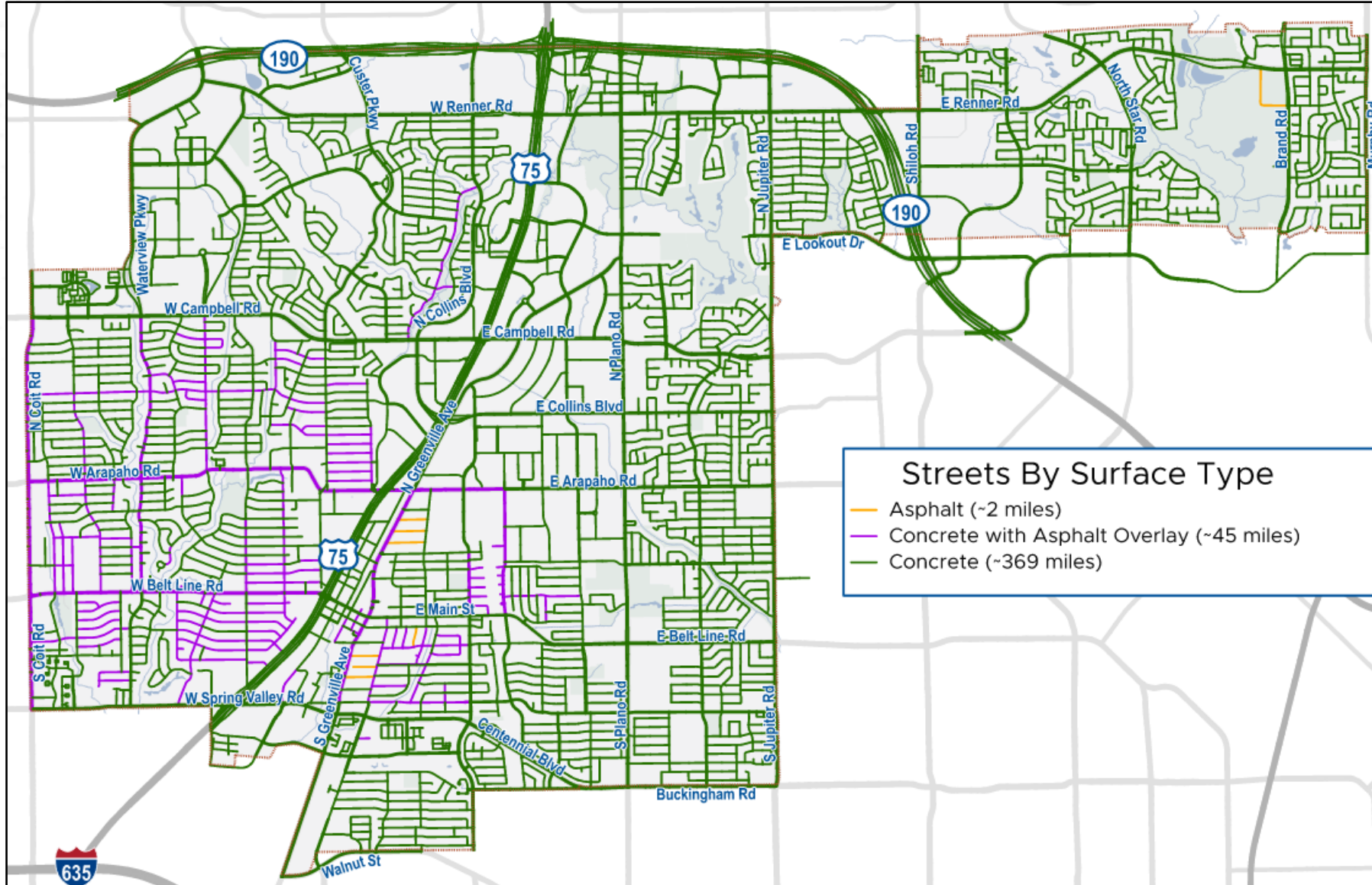
POOR PAVEMENT REPAIR CONSIDERATIONS

- PCI of 25 or less, and likely have widespread failures and severe faulting and settlement
- Strategy to judiciously continue maintenance efforts to “hold” pavement until full reconstruction/rehabilitation can occur by prioritizing safety over rideability
- Asphalt overlays are not a viable “holding” strategy for poor streets as asphalt overlay will reflect the underlying roadway condition within 1-3 years
- **Potential short-term strategies:**
 - Very localized panel replacement or full-depth asphalt patching
 - Filling of potholes with asphalt
- **Potential long-term strategies:**
 - Extensive panel replacement (if utilities are not present or are in good condition)
 - Full reconstruction

PAVEMENT CONDITION	STRATEGY		FUNDING SOURCE
Good	Short	<ul style="list-style-type: none"> • Crack and joint sealing • Pavement levelling through foaming/mudjacking • Joint grinding 	General Fund Operations
	Long	<ul style="list-style-type: none"> • Treatments to seal the surface layer 	Street and Alley Rehabilitation Fund*
Fair	Short	<ul style="list-style-type: none"> • Crack and joint sealing • Pavement levelling through foaming/mudjacking • Joint grinding • Localized panel replacement for concrete streets • Surface patching for asphalt streets 	General Fund Operations
	Long	<ul style="list-style-type: none"> • Targeted use of asphalt overlays with pre-overlay repairs • Mill and overlay asphalt streets with panel replacement, as needed 	Street and Alley Rehabilitation Fund and Bond Program*
Poor	Short	<ul style="list-style-type: none"> • Very localized panel replacement or full-depth asphalt patching • Filling of potholes with asphalt 	General Fund Operations
	Long	<ul style="list-style-type: none"> • Extensive panel replacement (if utilities are not present/are in good condition) • Full reconstruction 	Bond Program*

*May be supplemented with grant funding, if available.

CURRENT STREET PAVEMENT



TWO APPROACHES TO ASPHALT OVERLAYS

- **Traditional Overlay**
 - Mill off top layer of concrete or existing asphalt, if any
 - Replace failed concrete panels
 - Install 1 ½ - 2 inches of asphalt on top of concrete
- **Thin Overlay**
 - Mill off existing asphalt, if any
 - Replace failed concrete panels
 - Apply specialized bonding agent to the concrete that both seals the concrete and bonds the asphalt to the concrete
 - Install ¾ inch “thin” asphalt on top of bonding agent/concrete
 - Utilized by City of Plano since 2017

TWO APPROACHES TO ASPHALT OVERLAYS

CONSIDERATIONS	TRADITIONAL	THIN
Asphalt Thickness	1 ½” – 2”	¾”
Expected Life	10 years	~15 years
Contractors	Common	Limited
Typical Work Time	Day or Night	Night Preferred
Construction Window	9+ Months	4 months
Impact to Drainage Infrastructure	Yes	Minimal
Cost per Mile (Assume 6 lanes)	~\$0.5M	~\$1.1M*
Total Funding Needs (Arterial Network, 64 miles)	~\$35 M	~\$71M*
Annual Allocation Needed to Fund Program	~\$3.5M	~\$4.7M*

*Based on limited bid information from City of Plano

ASPHALT OVERLAY CONSIDERATIONS

- Asphalt overlays extend the life of concrete pavement; the question is whether it is cost effective
 - Goal would be for the asphalt overlay to reduce concrete panel maintenance costs by an amount greater than the cost of the overlay in the long-term
- Renner Road (US-75 to Brand) panel replacement project: 4.9 miles for \$550K (~1.5% of area)
 - Asphalt overlay would cost \$2.5M-\$5.4M with a life expectancy of 10-15 years
 - Asphalt overlay does not make sense to apply currently as Renner is unlikely to need \$2.5M-\$5.4M in concrete panel replacement over the next 10-15 years.
- Comprehensive asphalt overlay program would require significantly more funding than is currently available for street maintenance.
 - \$3.5M-\$4.7M would be required annually for arterial network, while arterial and collector maintenance allocation has averaged \$2M recently.

ASPHALT OVERLAY RECOMMENDATION

- It is not considered cost effective to place asphalt on “Good” streets, therefore asphalt overlays are **not recommended for “Good” streets.**
- Asphalt overlays are not generally considered viable for “Poor” streets as the existing structural issues with the street will quickly compromise the overlay. Therefore, it is **not recommended for “Poor” streets.**
- “Fair” streets might be possible candidates where it may be beneficial to apply an asphalt overlay. Recommendation that we **wait a few years before considering an asphalt overlay program for “Fair” streets.**
 - Review impact of 2026 Bond Program \$25M for concrete panel replacement
 - Consider workload implications on staff and community
 - Allow more time for City of Plano to assess the results of their overlay program
- **Continue with mill and overlays on streets where asphalt overlays currently exist.**

NEXT STEPS

- City Council feedback on recommendation related to use of asphalt overlays
- Prepare Street and Alley Deep Dive presentation and discuss during budget development this Summer, incorporating:
 - Council feedback
 - 2026 Bond Election results, including \$5M funding for panel rehabilitation per year
 - Potential staffing considerations and impacts to the community of \$12M in maintenance/rehab funding per year
 - Balance with other Council priorities