

City Council Work Session

October 13, 2014



Image Source – Richardson Public Library



MAIN STREET / CENTRAL - REZONING INITIATIVE

JACOBS
Kimley»Horn
AN IRVING-CLOUD COMPANY

Richardson, Texas

Agenda

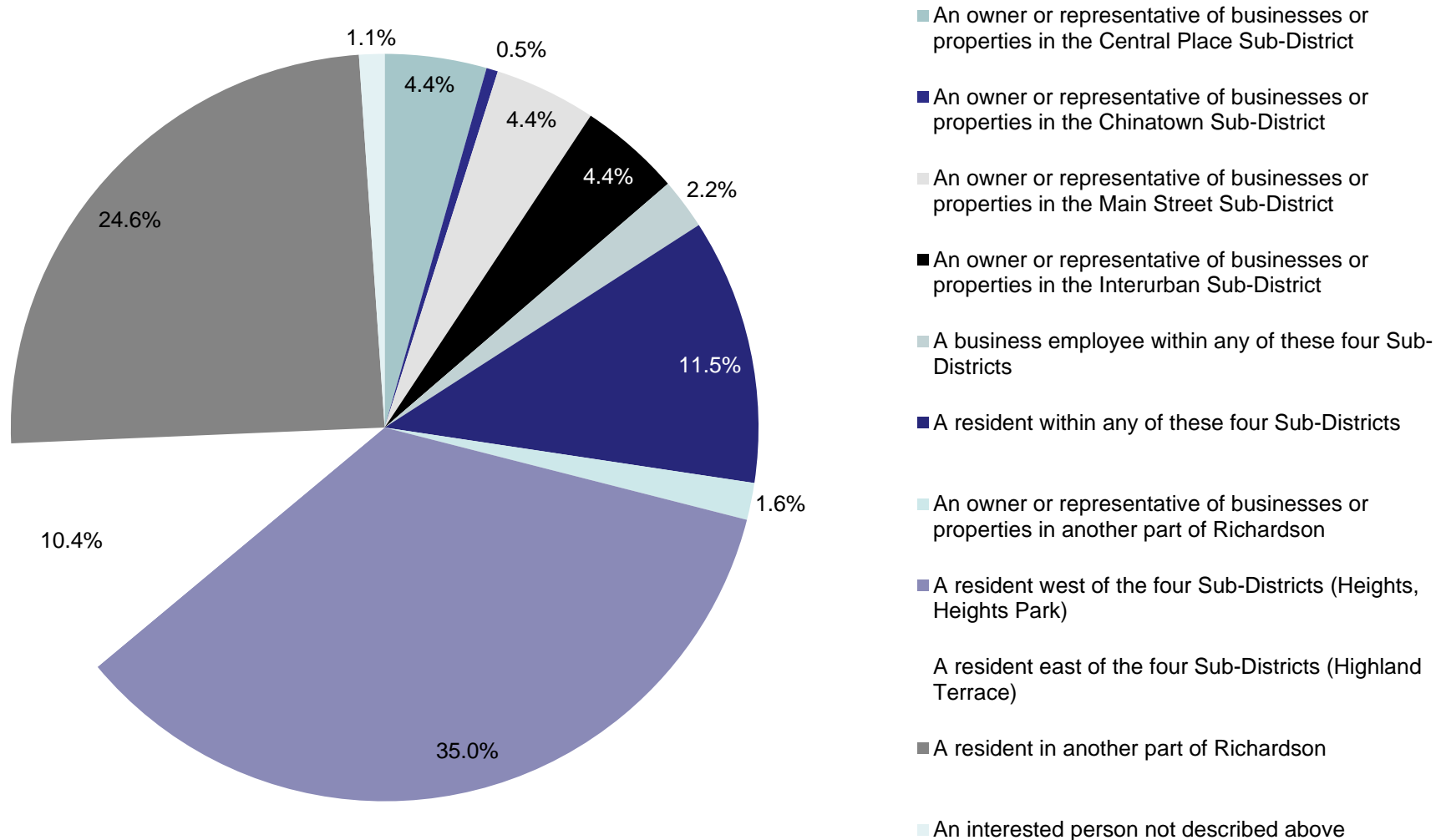
- Update – Online Polling
- Feedback from September Property & Business Owner Meetings / Community Workshop
- Direction Reaffirmation – Auto-oriented Uses (All Sub-districts)
- Project Schedule
- Next Steps

Update – Online Polling

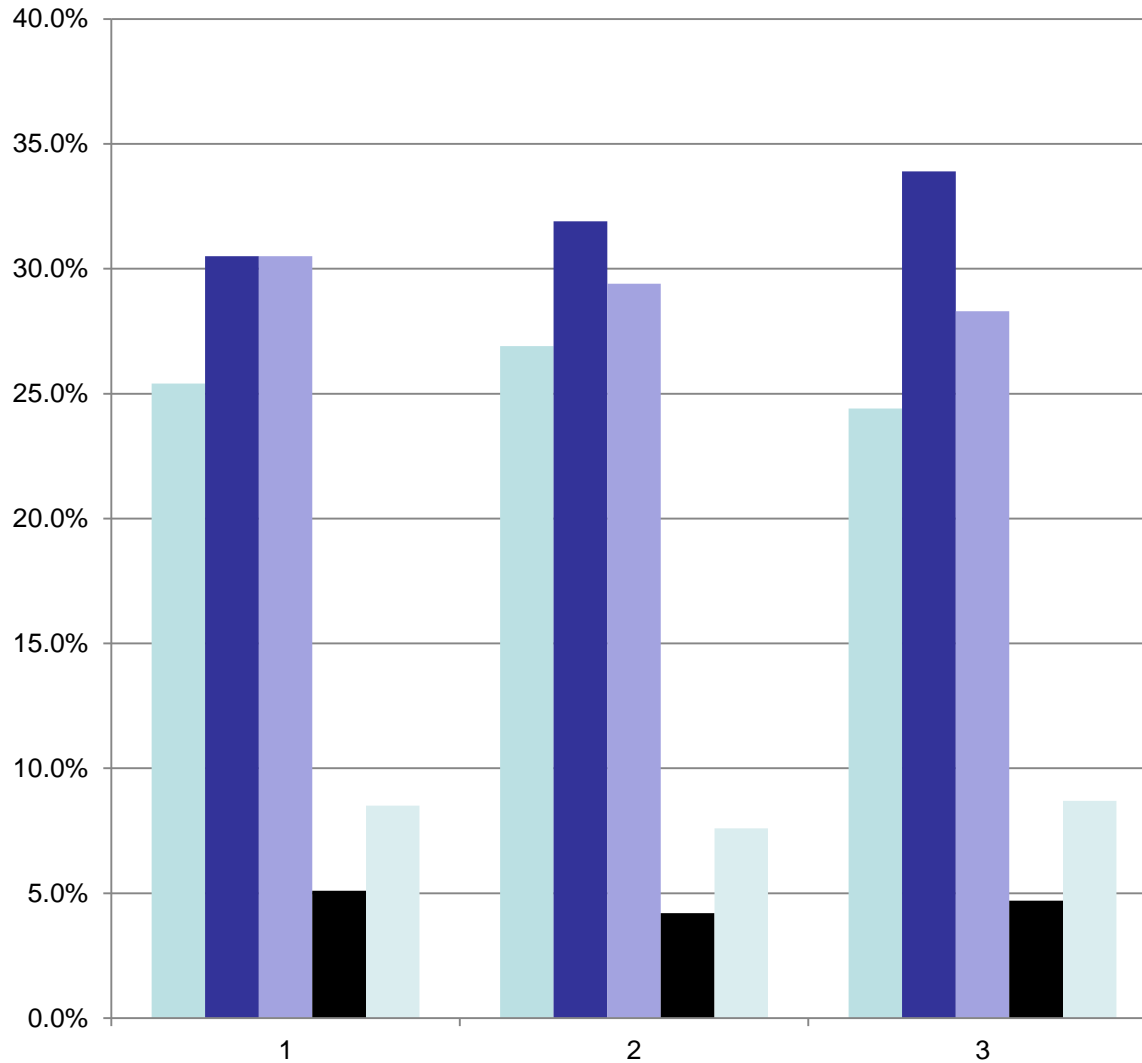
Online Survey for Viewshed Analysis – Interim Results

- Survey went live Sept. 23, 2014; major outreach on Oct. 1
- Initial results through October 9, 2014
- 189 responses so far
- Diverse perspectives
 - 45.4% from neighborhoods adjacent to Sub-Districts
 - 24.6% residents in other parts of Richardson
 - 15.9% Sub-District business/property interest
 - 11.5% resident of Sub-Districts
 - 2.7% other

I am most involved in the Main Street / Central Expressway Corridor as:

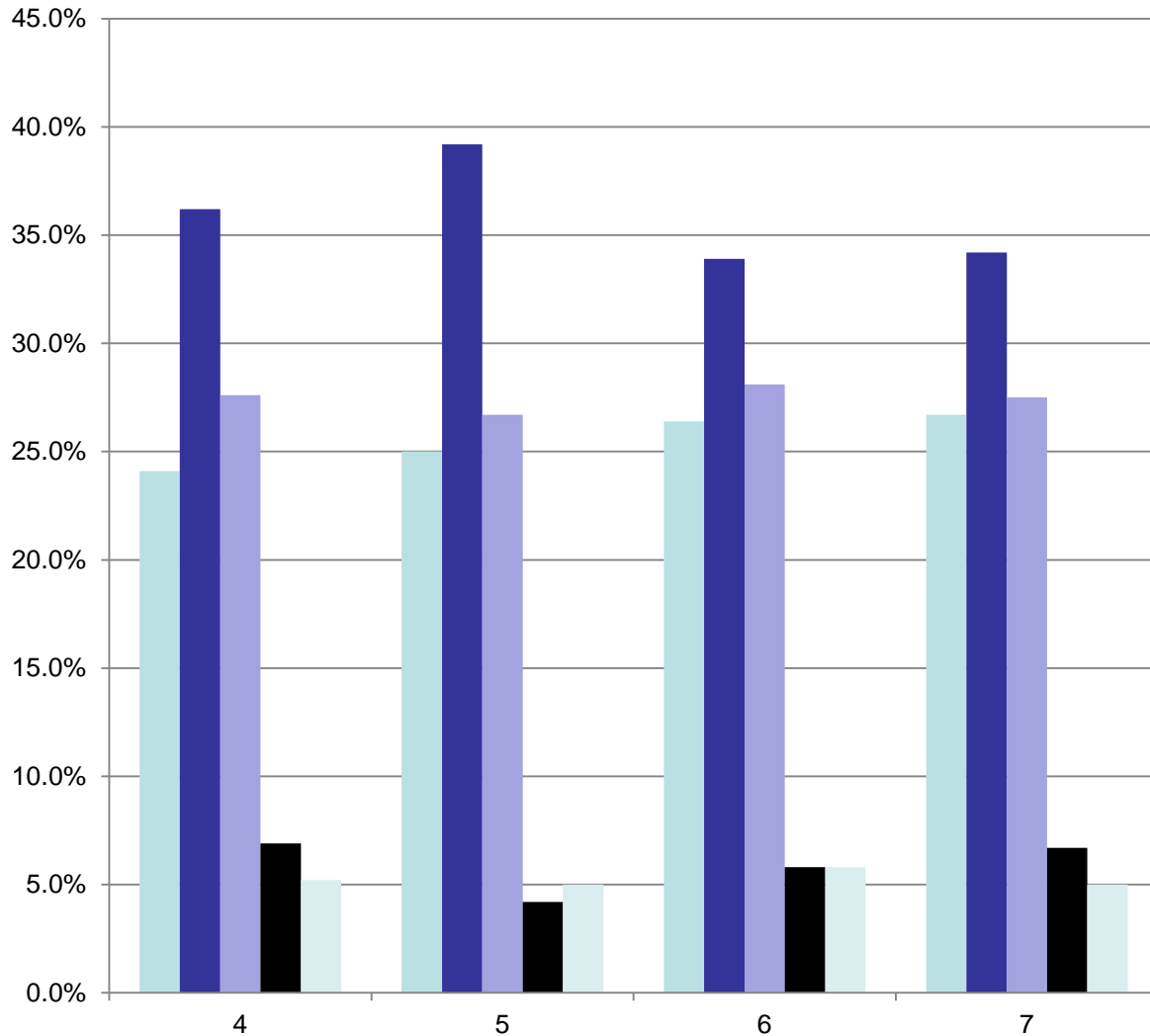


Feedback on Northeast Quadrant



- This visual impact of buildings taller than those shown here would be acceptable to me.
- This visual impact is acceptable to me.
- Trees and landscaping can address my concerns.
- The buildings should be somewhat lower than shown here.
- There is too much visual impact; the buildings should be significantly lower than shown here.

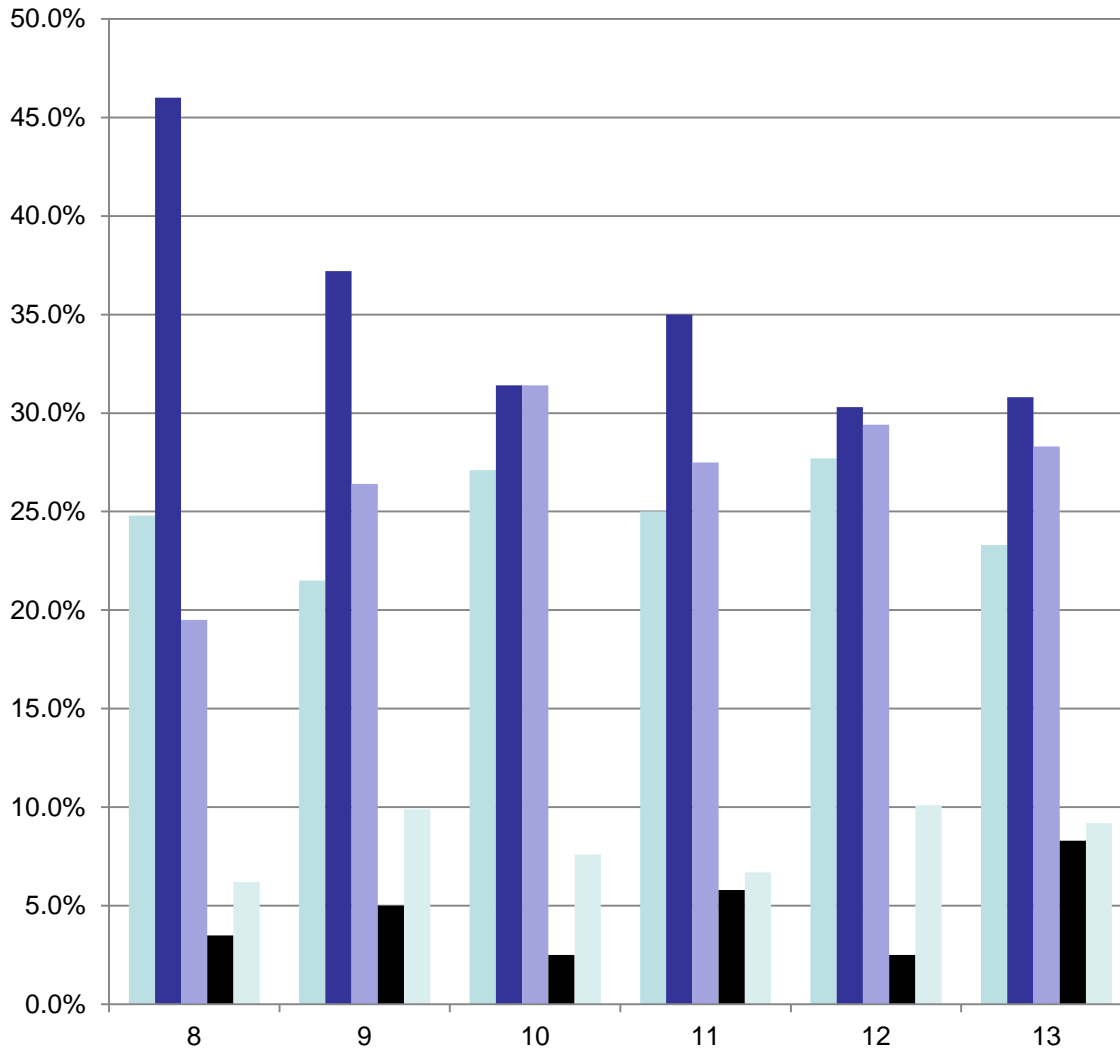
Feedback on Southeast Quadrant



- This visual impact of buildings taller than those shown here would be acceptable to me.
- This visual impact is acceptable to me.
- Trees and landscaping can address my concerns.
- The buildings should be somewhat lower than shown here.
- There is too much visual impact; the buildings should be significantly lower than shown here.



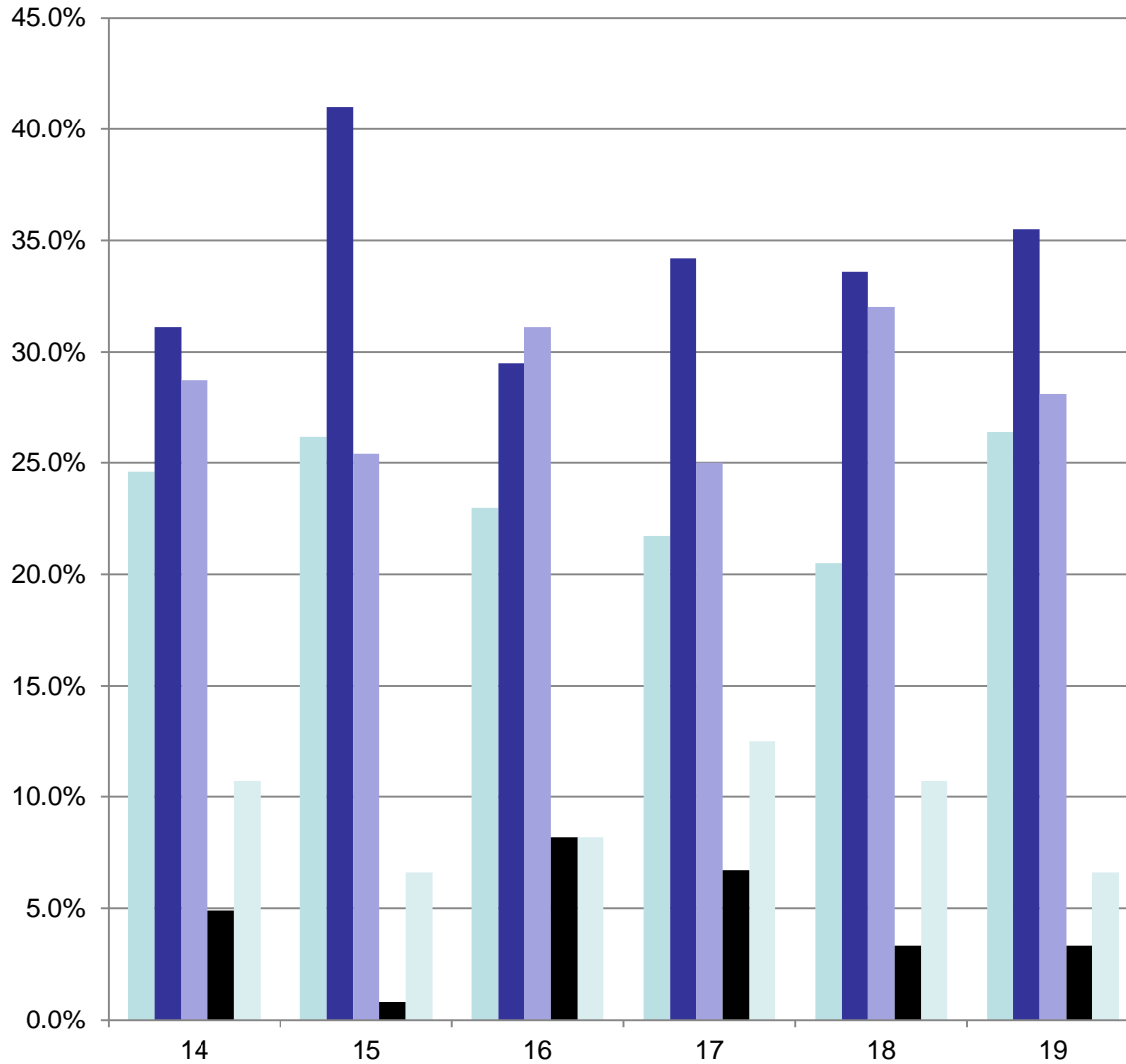
Feedback on Southwest Quadrant



- This visual impact of buildings taller than those shown here would be acceptable to me.
- This visual impact is acceptable to me.
- Trees and landscaping can address my concerns.
- The buildings should be somewhat lower than shown here.
- There is too much visual impact; the buildings should be significantly lower than shown here.



Feedback on Northwest Quadrant



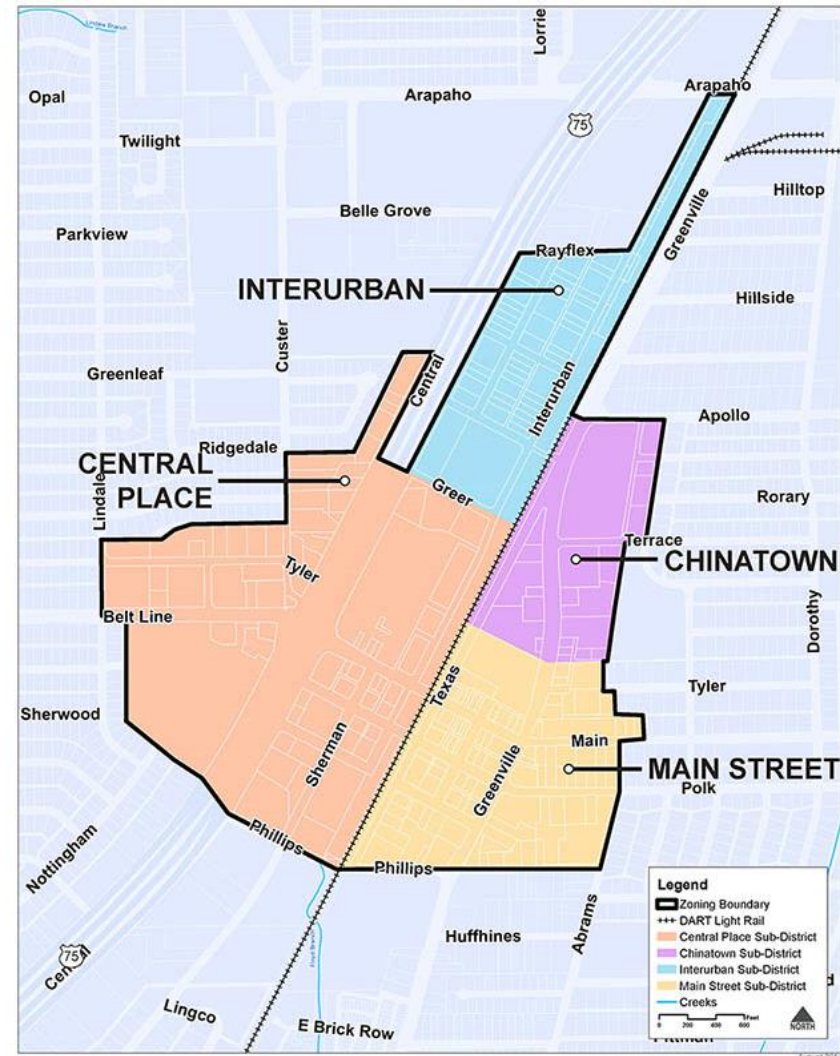
- This visual impact of buildings taller than those shown here would be acceptable to me.
- This visual impact is acceptable to me.
- Trees and landscaping can address my concerns.
- The buildings should be somewhat lower than shown here.
- There is too much visual impact; the buildings should be significantly lower than shown here.



Feedback from September Property & Business Owner Meetings / Community Workshop

Overview of Property Owner Meetings

- Eight meetings held on September 23rd and 24th
- Two meetings held in each sub-district
- 44 total attendees:
 - Interurban - 18
 - Chinatown - 4
 - Main Street - 15
 - Central Place - 7



Overview of Community Workshop

- Workshop held on September 23
- Meeting format – overview presentation followed by break-out group discussions
- Four break-out groups (one for each sub-district)
- 50 total attendees



Remaining Issues

- Maximum building heights along Belt Line Rd/Main Street between Texas St. and McKinney St.
- Nonconforming uses – particularly within the Interurban Sub-district
- Definition of “new car” vs. “used car”
- Tying the Special Permit to the business vs. the property
- Impacts of future streets

Maximum Building Heights – Belt Line Rd./Main Street

- Maximum building heights along Belt Line Rd./Main Street between Texas St. and McKinney St. are currently proposed to be 4 stories
- Some business owners and residents in the district believe 4 stories is out of character with the existing buildings in the area
- These individuals requested the heights be changed to 3 stories maximum



Maximum Building Heights – Belt Line Rd./Main Street

- Discussion / Direction



Nonconforming Uses – Interurban Sub-district

- Council's direction related to nonconformities were shared with property owners
- Several property owners expressed concerns related to nonconforming uses – requesting that auto related uses be allowed by right throughout the district
- Owners expressed concerns related to Special Permit process to attain auto related uses; perception is that Special Permits are rarely granted
- Owners requested that in situations where nonconformities exist due to changes in zoning in 2008 that Special Permits be granted to bring those properties into conformity

Nonconforming Uses – Interurban Sub-district

- Staff's review of Special Permit process since 2008 has determined the following:
 - Since adoption of the 2008 CZO amendment that instituted the Special Permit requirement for auto-oriented uses, citywide there have been 15 total requests (including those in Main Street/Central corridor) - 13 approved, 2 denied
 - Since adoption of the 2008 CZO amendment that instituted the Special Permit requirement for auto-oriented uses, in the Main Street / Central corridor there have been 5 total requests - 4 approved, 1 denied

Nonconforming Uses – Interurban Sub-district

- In the Interurban Sub-district the properties highlighted in yellow are currently nonconforming
- The majority of the nonconformities are related to auto oriented uses



Nonconforming Uses – Interurban Sub-district

- Council/CPC direction from Sept 9th meeting:
 - Maintain a balance of auto-oriented uses
 - Continue special permit process as generally allowed for auto-oriented uses in the CZO today, although want to see a downward trend of approving Special Permits in the future
 - Consider additional auto-oriented uses (ex. incubator businesses) that would fit in the Interurban Sub-district

Nonconforming Uses – Interurban Sub-district

- Discussion / Direction

Tying the Special Permit to the Business vs. Property

- Property owners indicated that when they have Special Permits, they still have issues with selling their properties or businesses due to the Special Permits being tied to the business or owner, and not the property
- Property owners requested that Special Permits be tied to the particular properties
- Comprehensive Zoning Ordinance (CZO) allows for Special Permits to be granted to:
 1. The property (“the land”) – special permit allowed to continue regardless if change in business ownership or property ownership
 2. Specific property owner or specific business – Special Permit then expires when there is a change in property or business ownership

Tying the Special Permit to the Business vs. Property

- Discussion / Direction

Definition of New vs. Used Car

- Property owners indicated that some communities are defining new vehicles as vehicles that are less than 5 years old
- Property owners indicated that this approach could provide more opportunities for leasing or selling their properties
- Staff has researched several local communities reported to be utilizing this approach (Irving, Carrollton and Farmer's Branch), but has not found evidence of this approach
- Enforcement of vehicle age is difficult for Code Enforcement Officers
 - Vehicle inventory turnover
 - Not able to visually ascertain age of vehicle – requires review of vehicle title documentation for each vehicle

Definition of New vs. Used Car

- Discussion / Direction

Impacts of Future Streets

- The current regulating plans are indicating new streets through private properties with existing structures
- The intent was to indicate that new streets in these areas would be acceptable in a redevelopment scenario
- Property owners are concerned that this approach could somehow force them out of their properties



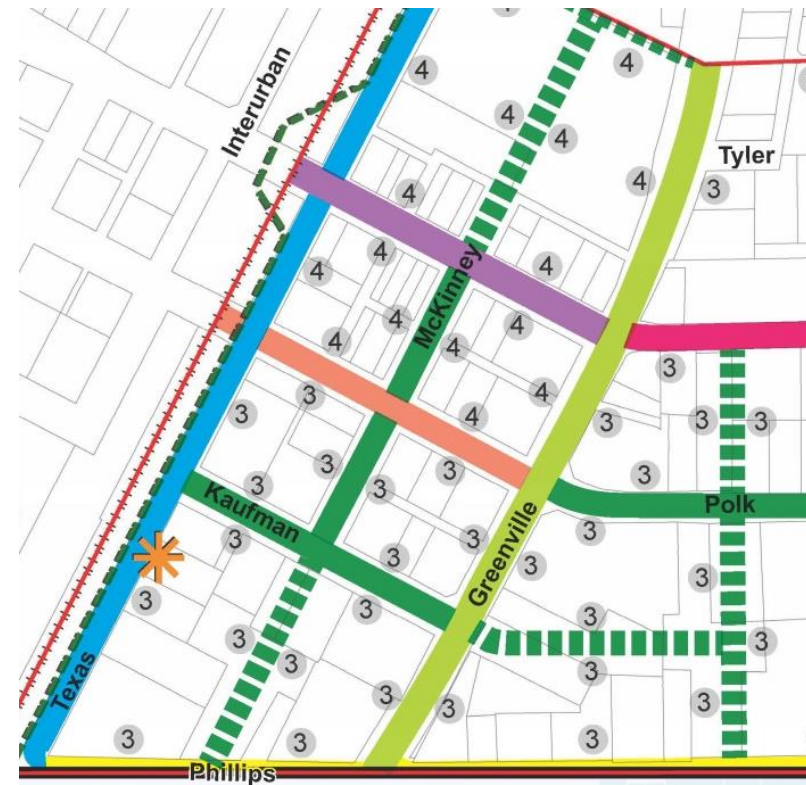
Impacts of Future Streets

- The purpose for indicating future streets on the regulating plan where they do not exist was to assist existing and future property owners in understanding the desired block pattern if redevelopment were to occur
- This block pattern is critical in establishing a more walkable environment in the future
- Locations shown represent general street locations



Impacts of Future Streets

- Discussion / Direction



**Direction Reaffirmation – Auto-oriented Uses
(All Sub-districts)**

Direction Reaffirmation - Auto-oriented Uses (All Sub-districts)

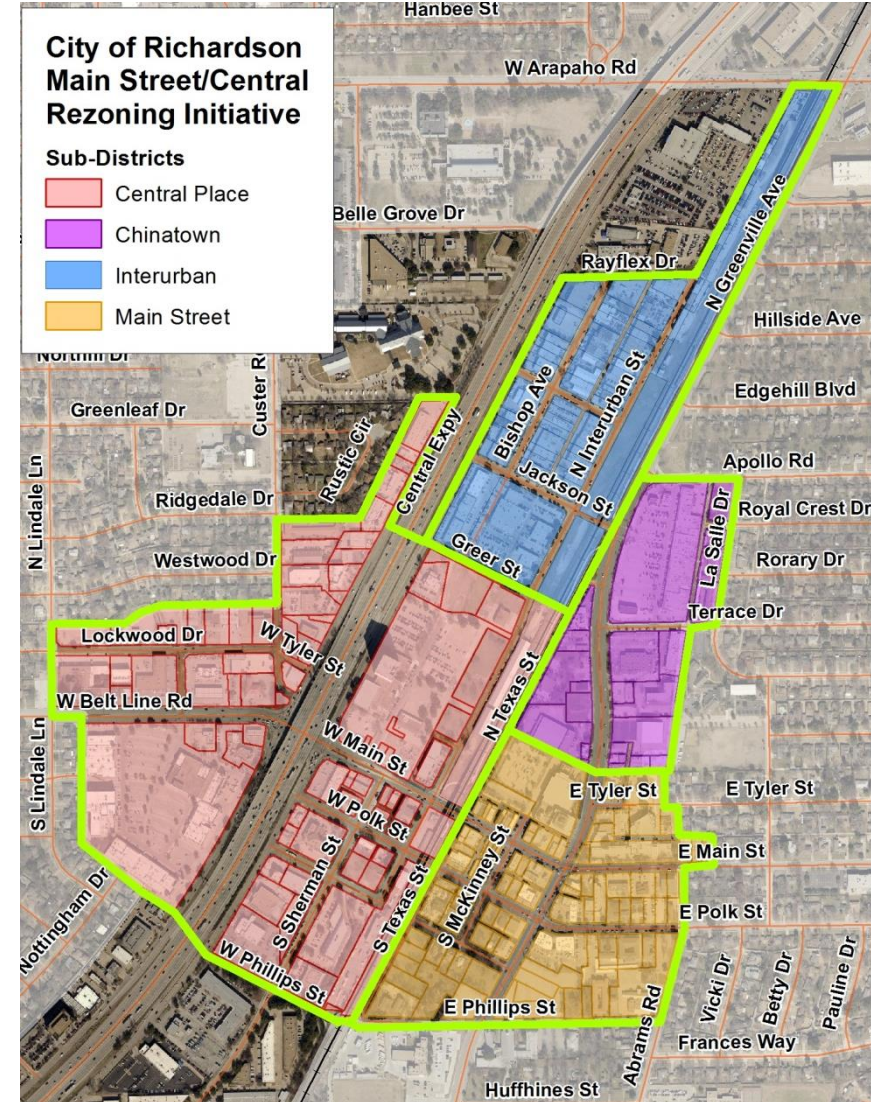
- Council/CPC direction from Sept 9th meeting:
 - Maintain a balance of auto-oriented uses
 - Continue special permit process as generally allowed for auto-oriented uses in the CZO today, although want to see a downward trend of approving Special Permits in the future
 - Consider additional auto-oriented uses (ex. incubator businesses) that would fit in the Interurban Sub-district
- Discussion primarily focused on the Interurban Sub-district but the general summarization at the end of the discussion was applied to all four sub-districts

Direction Reaffirmation - Auto-oriented Uses (All Sub-districts)

- Staff has applied the Council/CPC's direction to the properties within all sub-districts and taking into consideration existing zoning
- Analysis shows that continuing the Special Permit process as generally allowed for auto-oriented uses in the CZO today is not consistent with long-term vision for area
 - Particularly in Main Street and Chinatown sub-districts
 - Concerned long-term vision being compromised

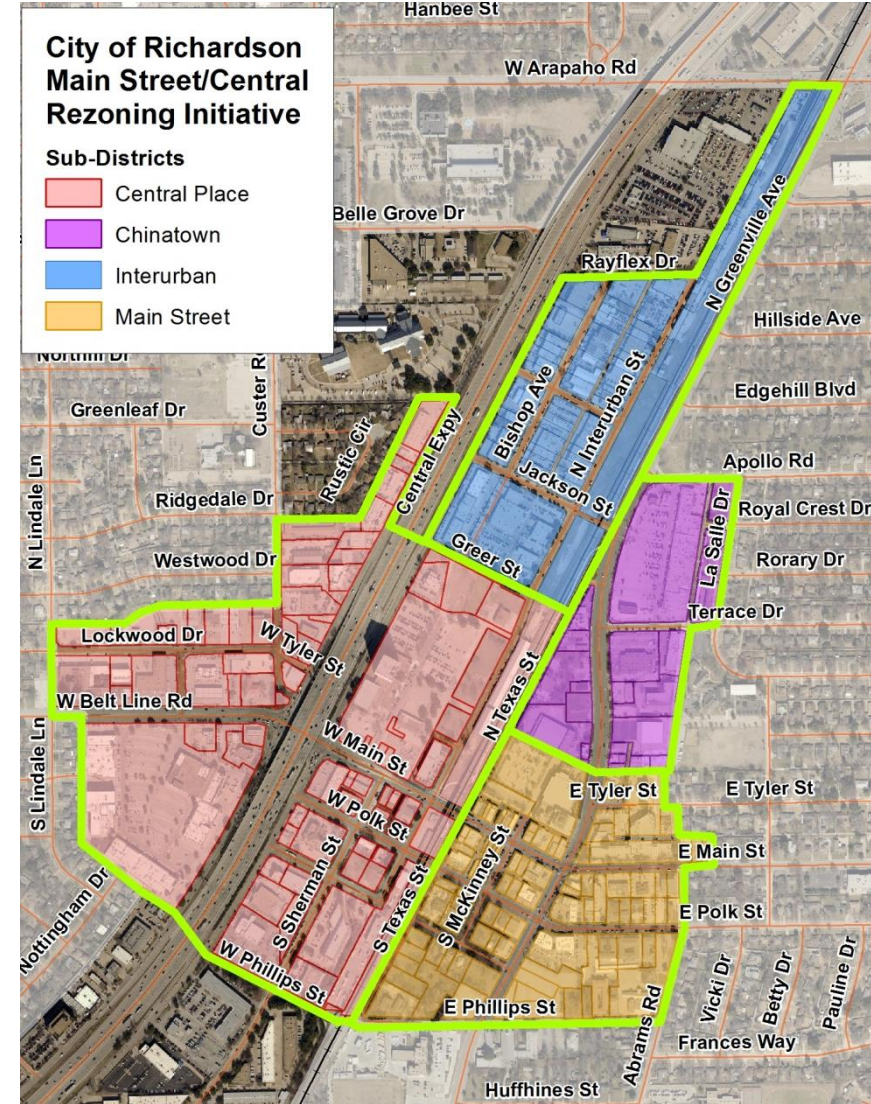
Direction Reaffirmation - Auto-oriented Uses (All Sub-districts)

- Staff recommends generally maintaining the auto-oriented uses as allowed today within the **Interurban** and **Central Place** sub-districts per CPC/Council direction
 - Access proximity to US 75
 - Retain Special Permit process – allows site by site review since not all properties in these sub-districts may be appropriate for some uses



Direction Reaffirmation - Auto-oriented Uses (All Sub-districts)

- Limit the allowable auto-oriented uses within **Main Street** and **Chinatown** sub-districts
 - More consistent with longer term vision for sub-districts
 - Allow “motor vehicle parts and accessory sales” by right and “motor vehicle service station (no repair)” (i.e. gas stations) by Special Permit
 - Prohibit auto sales, leasing, rental, repair shops (minor and major), body shops, and storage lots



Direction Reaffirmation - Auto-oriented Uses (All Sub-districts)

- Discussion / Direction

Project Schedule

Project Schedule

Timeframe	Task
October/November 2014	Continue drafting code per direction received from Council, CPC and Community
December 2, 2014	CPC code consideration
December 16, 2014	CPC code consideration
January 5, 2015	Council code consideration and adoption
January 26, 2015	Council code consideration and adoption (if needed)

Next Steps

Next Steps

- Based upon the direction received from the Council, the Team will continue to proceed with drafting the Code
- Code will be presented to the City Plan Commission and City Council based upon the revised schedule (unless otherwise directed by Council)
- Property owners notices will be mailed prior to public hearing consideration by the City Plan Commission (prior to Thanksgiving)

City Council Work Session

October 13, 2014



Image Source – Richardson Public Library



MAIN STREET / CENTRAL - REZONING INITIATIVE

JACOBS
Kimley»Horn

Richardson, Texas