

Joint City Council/City Plan Commission Work Session

June 20, 2016



Image Source – City of Richardson



MAIN STREET / CENTRAL - REZONING INITIATIVE | PHASE III SOUTH END

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Agenda

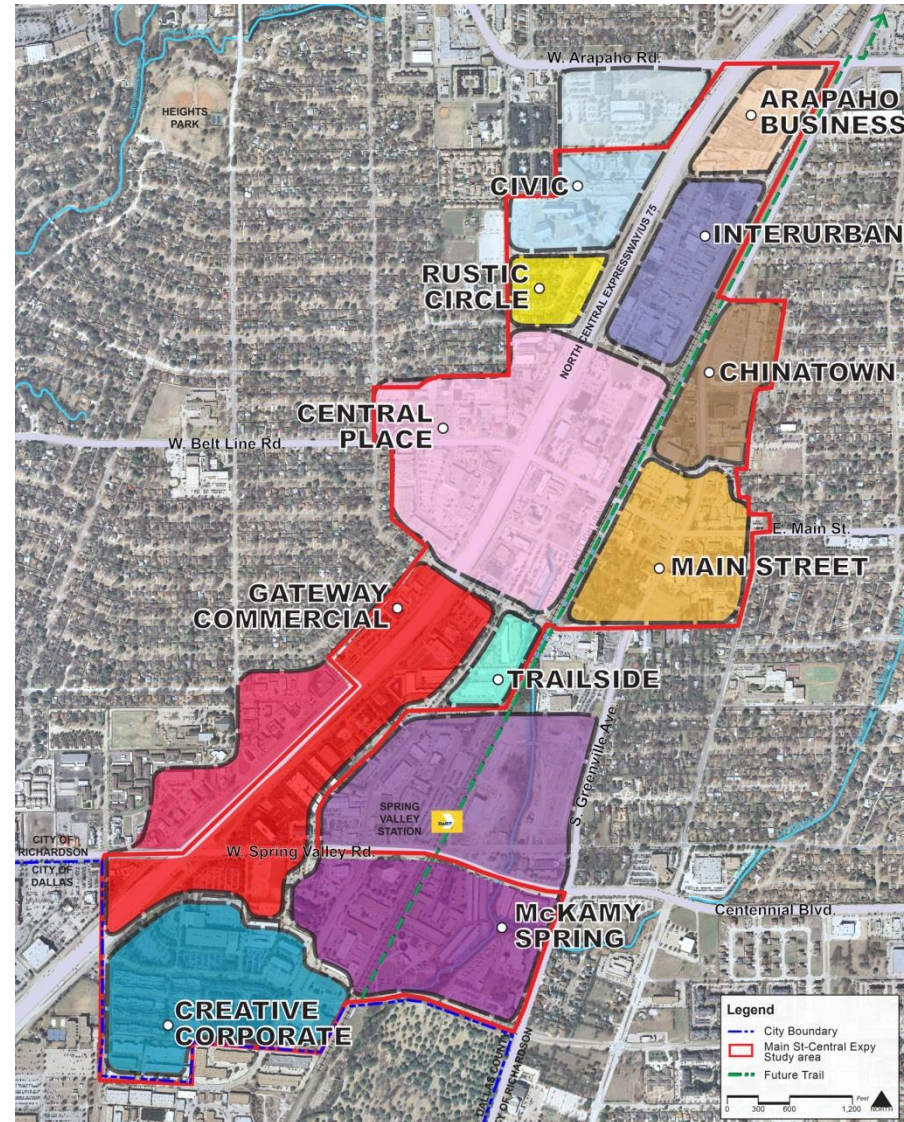
- Project Overview
- Working Assumptions for South End Form Based Code
- Workshop
 - Six Topics
- Working Assumptions for Existing Code Amendments and Refinements
- Next Steps



Project Overview

Main Street / Central Expressway Project

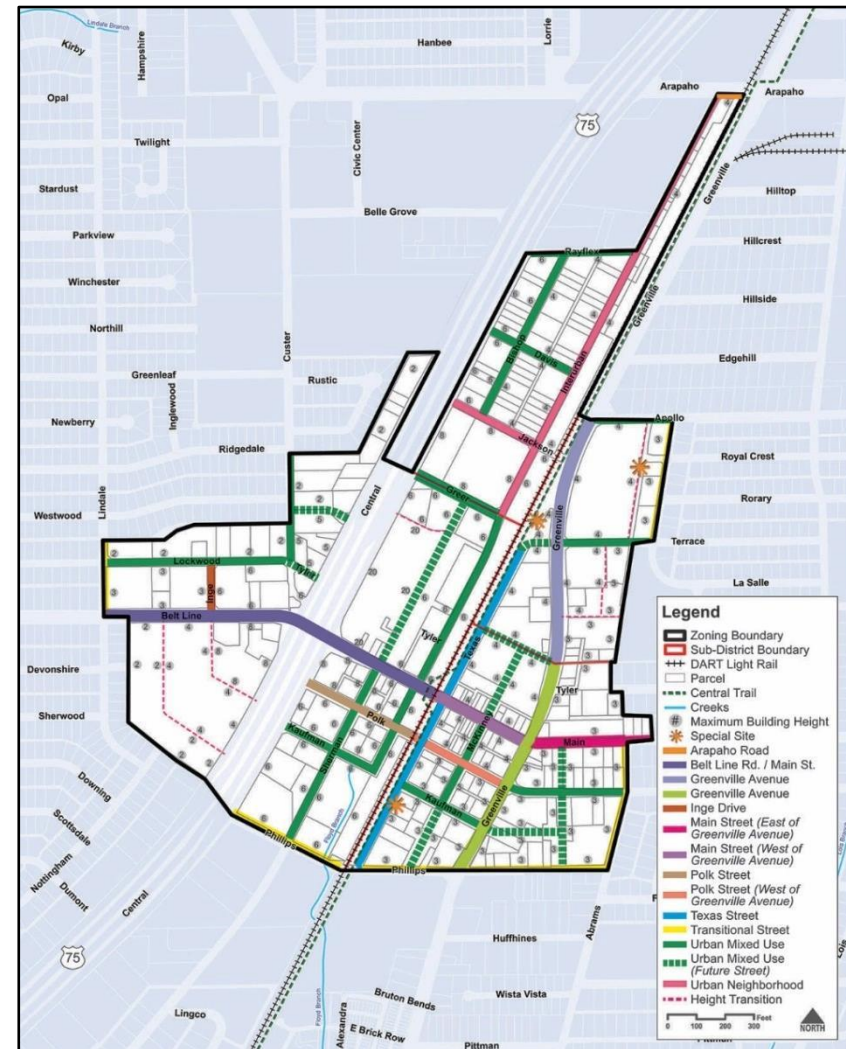
- **Phase I** created a vision for the study area and for each of 11 sub-districts based on community goals and market realities (2013)
- **Phase II** created a Form Based code for the 4 Central Sub-districts (2015)
- **Phase III** focuses on the 4 South End Sub-districts and will create a Form Based Code for these areas (2016); includes refinements to the existing Code in the Central Sub-districts



Working Assumptions for South End Form Based Code

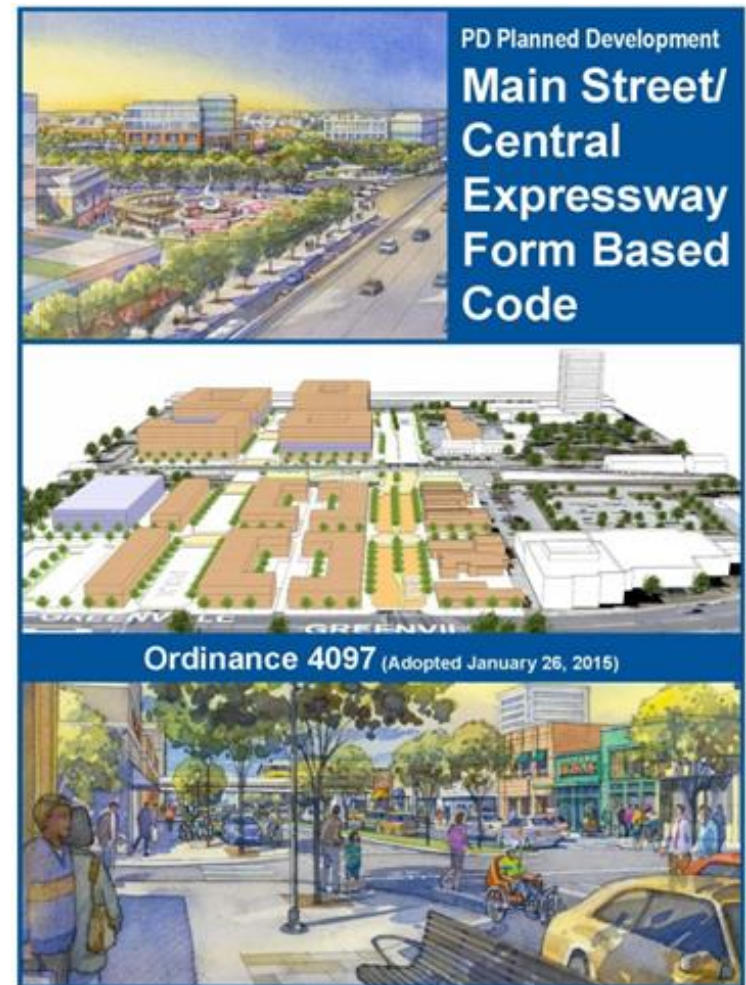
Form Based Code for Central Sub-districts

- The Main Street/Central Expressway Form Based Code was adopted in Jan. 2015 (Phase II)
- Code included:
 - Overview (Section I)
 - Sub-districts (Section II)
 - Regulating Plans
 - Public Open Space and Parking Plans
 - Street Typology and Streetscape Standards
 - Building Envelope Standards
 - Architectural Standards
 - Signage Standards (Section III)
 - Administrative Provisions (Section IV)
 - Definitions (Section V)



Working Assumptions for South End Sub-districts

- Continue to use same Code format for Southern Sub-districts that was previously approved for Central Sub-districts
- Overall, a consistent use list will apply to properties in each Sub-district; however, may limit uses in certain instances
- Continue to use the same approach for regulating non-conforming uses, structures, signs and site elements



Working Assumptions

- Non-conforming Provisions – Existing Central Sub-districts Form Based Code
 - Specifically addresses non-conforming uses, structures, signs and site elements
 - Non-conforming use may not be expanded within an existing building, nor shall the building be expanded or structurally altered to accommodate a non-conforming use; cannot expand use outside of the building either
 - Non-conforming use of land may not be enlarged
 - Non-conforming use shall be changed only to a conforming use
 - Allows for maintenance of structure to the extent necessary to comply with health/safety codes and minimum building standards, as well as allows exterior aesthetic improvements
 - Non-conforming structure which is non-conforming to setback only, may be expanded provided it complies with certain criteria (build-to line, additional parking, height); otherwise non-conforming structures cannot be expanded
 - Non-conforming signs and site elements (landscaping, parking lot improvements, site lighting) may be repaired/replaced/maintained/demolished, as well as allows signs and elements to be improved in conformance with Code
 - If non-conforming use discontinued for a period more than 6 months – use no longer allowed (considered abandoned)



Workshop Approach

Workshop Approach

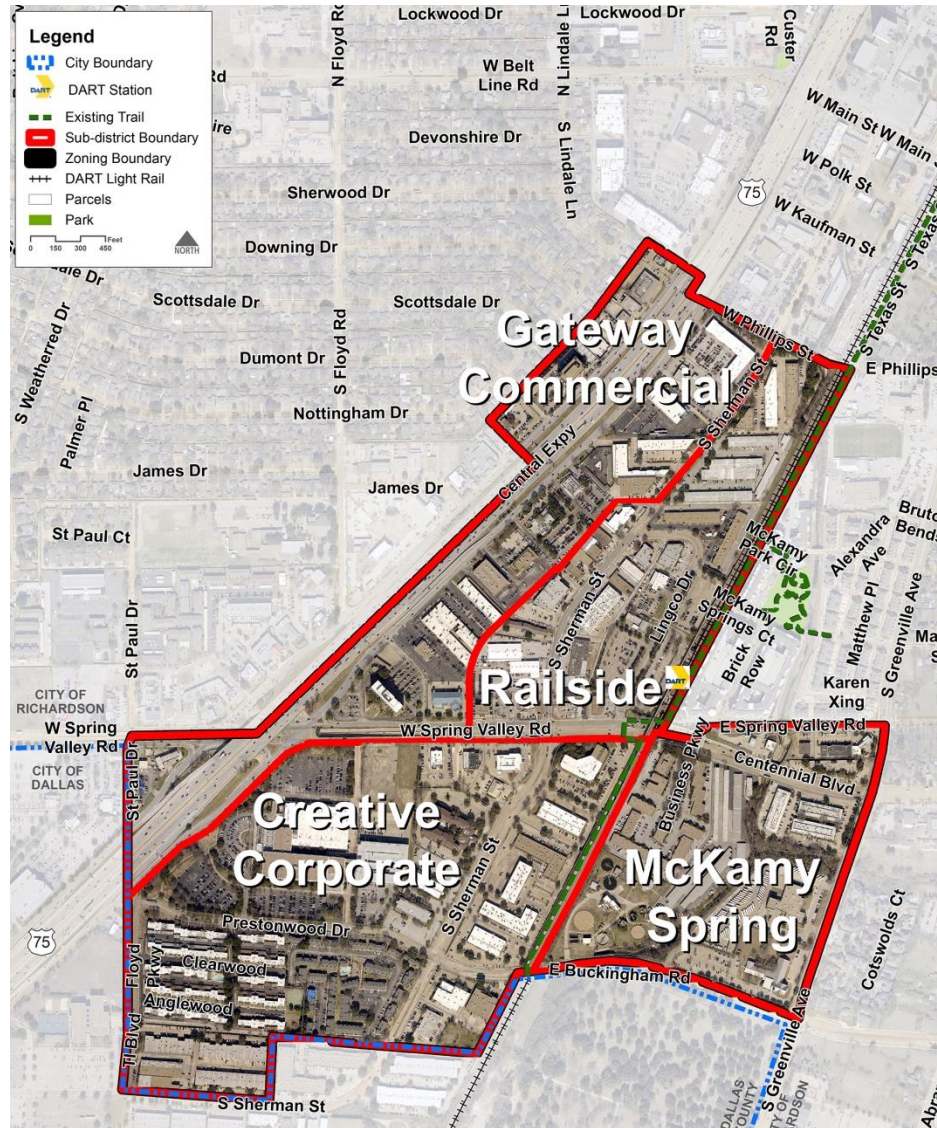
- Process
 - Brief presentation by consultant or staff
 - Background information on topic
 - Recommended approach
 - Facilitated discussion
 - Confirmation of support for recommended approach
 - Dialogue and agreement
 - Recap to confirm direction
- Six Topics
 - Topic 1: Sub-district Names and Boundaries
 - Topic 2: Auto-related Uses
 - Topic 3: Gateway Commercial Sub-district
 - Topic 4: Creative Corporate Sub-district
 - Topic 5: Railside Sub-district
 - Topic 6: Centennial Green Sub-district



Topic 1: Sub-district Names and Boundaries

Sub-district Boundaries – Recommended for 5/2 City Council Discussion

- **Gateway Commercial** – the southern boundary would shift north to Spring Valley Rd.
- **Creative Corporate** – the northern boundary would move north to Spring Valley Rd.
- **McKamy Spring** – would take in the “triangle” between Centennial Blvd. and Spring Valley Rd. but not the area west of the Spring Valley DART Station (both areas currently part of Spring Valley Station PD)
- **Trailside** – would become “Railside” and be extended south to Spring Valley Rd. to take in the area west of the Spring Valley DART Station (currently part of Spring Valley Station PD)

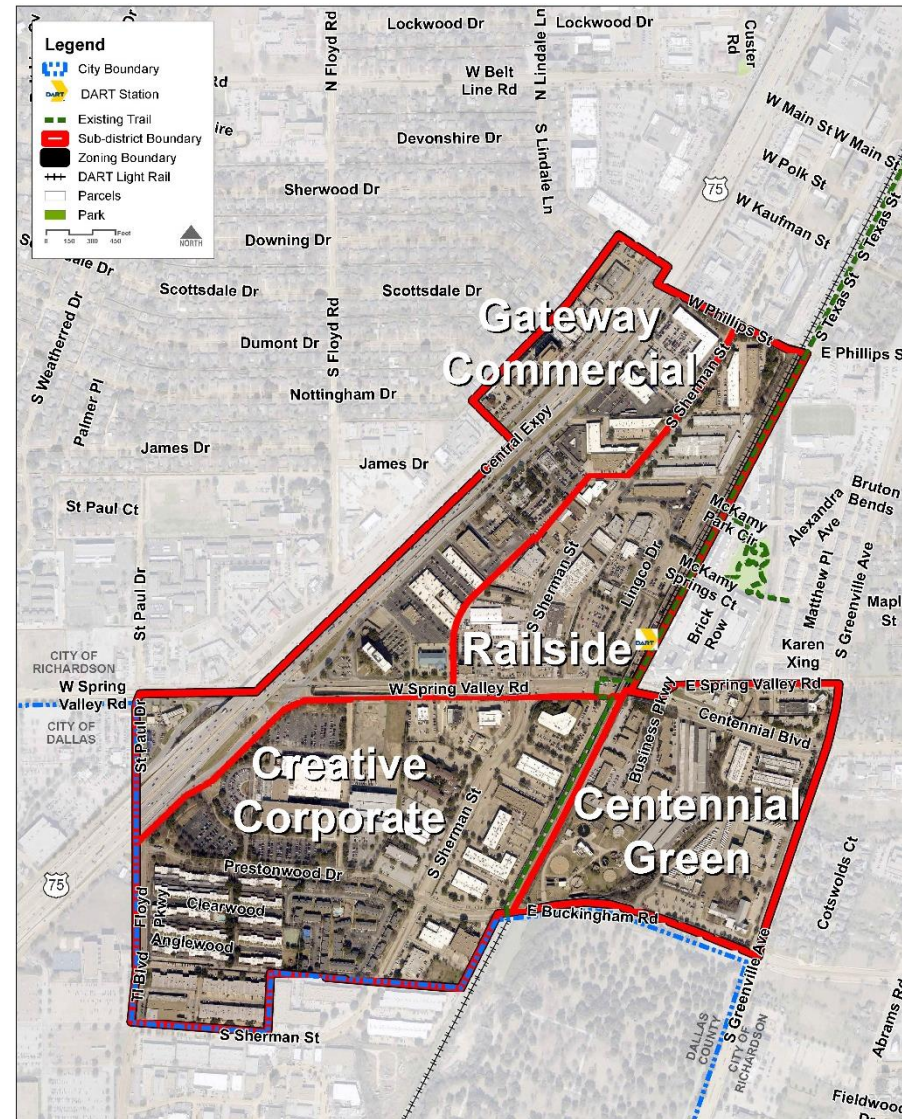


Sub-district Names and Boundaries – Follow-up

■ Centennial Green

- Recommended name for McKamy Spring
- Representative of both the past and future
 - Centennial – street named at the City’s centennial in 1973
 - Reflects the area’s green future because the creeks become amenities
 - Named for major streets associated with the sub-district – Centennial Blvd and “Green”ville Avenue

■ Communicating Sub-districts’ Character – new images to show current intent



Vision – Gateway Commercial Sub-district

- Focuses on creating a commercial development “gateway” to Richardson
- Builds upon, supports and extends the vision established for the area west of U.S. 75 in the West Spring Valley redevelopment strategy (i.e. mixed-use, mid-rise office and hotel uses in an urban form), including establishing a new business “address”



Vision – Creative Corporate Sub-district

- Focuses on attracting creative, innovative corporations to the corridor
- Supports public desire to attract businesses oriented to creativity, design, and “knowledge” workers



Vision – Centennial Green Sub-district

- Establishes future phases for ultimate build out of transit-oriented development at the nearby Spring Valley Station
- Provides support housing for Creative Corporate and Gateway Commercial sub-districts



Vision – Railside Sub-district

- Positions Richardson as a community concerned with sustainability and the arts
- Focuses on adaptive reuse of existing industrial buildings
- New development (including residential and other transit supporting uses) is also envisioned with high quality urban character



Topic 2: Auto-related Uses

2. Auto-Related Uses History & Today

- 2008 – CZO was amended to address automotive related uses generally along US 75 corridor from Spring Valley Rd. to Arapaho Rd.
- Many of the uses that were then allowed by right prior to 2008, became nonconforming due to the special permit requirement being added
- End result – all automotive related uses require a special permit in the LR-M(2), C-M and I-M districts, except:
 - “Motor vehicle sales/leasing – new” in the C-M district
 - “Motor vehicle parts and accessory sales” in the LR-M(2) and C-M districts (note: no tires and batteries)
 - “Motor vehicle rental” in the C-M district (note: limited to 10 vehicles and multi-tenant building)



2. Auto-Related Uses – Main Street/Central Corridor

▪ Central Sub-districts (Existing)

- All existing uses allowed to continue operating as non-conforming uses
- Subject to non-conforming provisions within Code
- Central Place and Interurban Sub-districts : allowed with Special Permit
- Main Street and Chinatown Sub-districts: prohibited

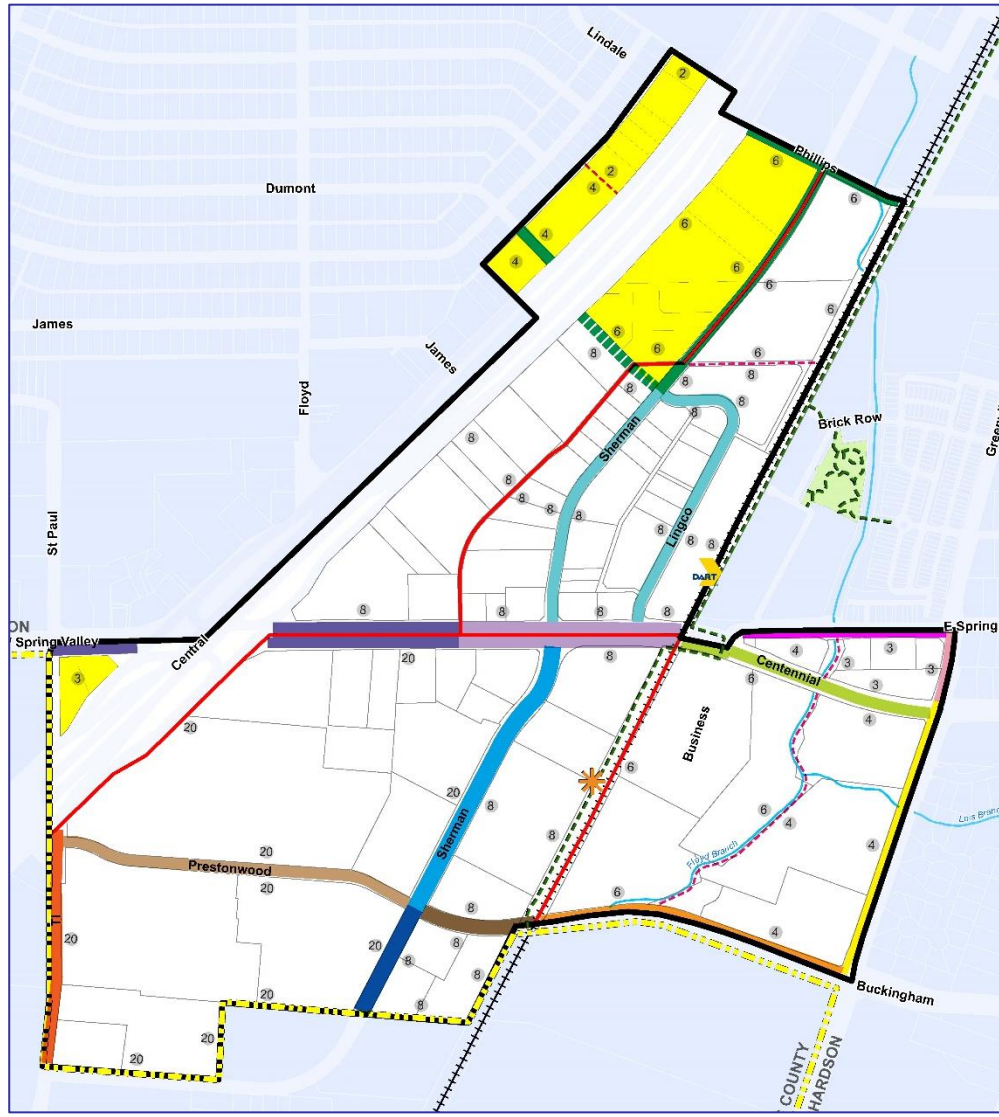
▪ Southern Sub-districts (Recommendation)

- All existing uses allowed to continue operating as non-conforming uses
- Subject to non-conforming provisions within Code
- Gateway Commercial Sub-district: allow with Special Permit on west side of US 75 and on east side of US 75 within 1000 ft of Phillips St
- Creative Corporate, Railside and Centennial Green Sub-districts: prohibit
 - Existing uses non-conforming today due to no Special Permit; or uses not allowed under current zoning (SVSD)



2. Auto-related Uses – Gateway Commercial

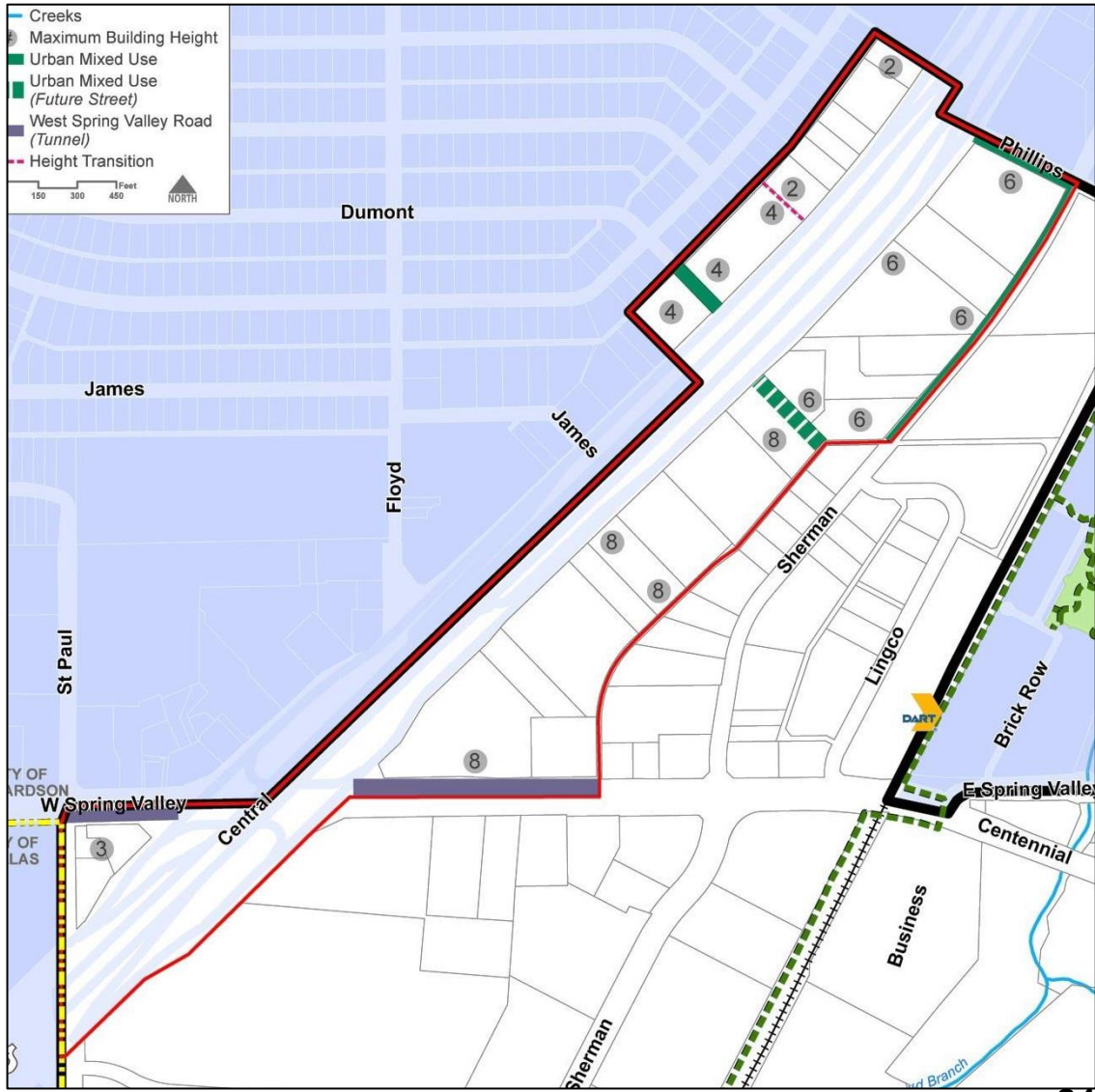
- Gateway Commercial
 - Allow with Special Permit on west side of US 75 and on east side of US 75 within 1000 ft of Phillips St (yellow areas on map)
 - Prohibited elsewhere in district



Topic 3: Gateway Commercial Sub-district

3. Gateway Commercial Sub-district

- Desired character for areas east and west of Central Expressway
- Residential adjacency
- Building heights
- Gateway into Richardson



3. Gateway Commercial Sub-district

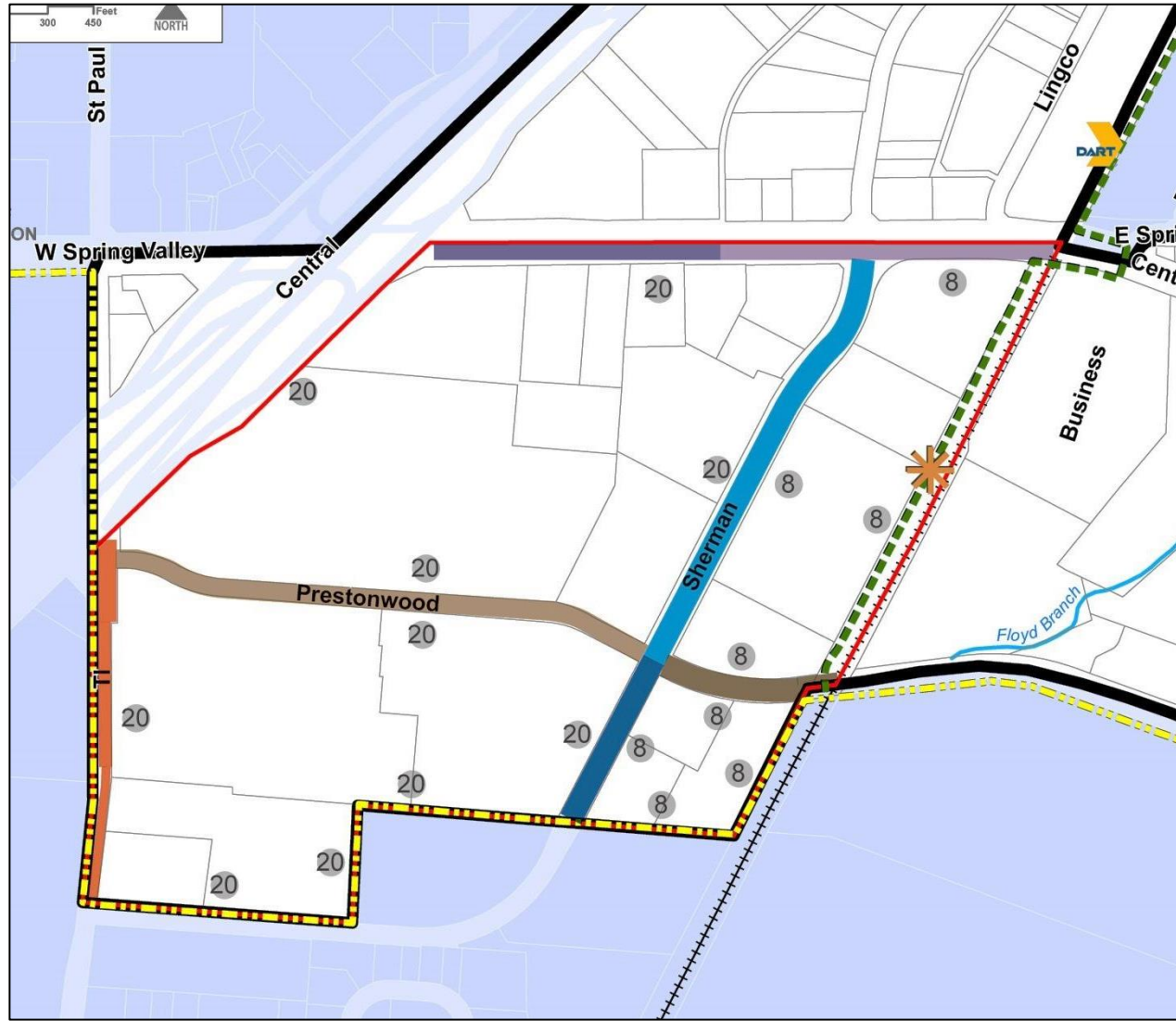
- ✓ Use recommendations:
 - Not proposing to allow residential uses
 - Intending to allow uses sub-district wide which includes the triangle area bounded by Central, West Spring Valley and St. Paul (exception: auto-related uses)
- ✓ Building height recommendations:
 - 8 stories on the east side of Central (no residential adjacency)
 - 4 stories on the west side of Central near Dumont Drive (includes existing 4-story building adjacent to existing residential neighborhood)
- ✓ Allowing development regulations to be flexible along Central to allow regional commercial buildings the options of locating close to the frontage road or set back to include parking in front (similar to Central Place and Interurban Sub-districts)



Topic 4: Creative Corporate Sub-district

4. Creative Corporate Sub-district

- ✓ Building height recommendations:
 - 20 story building height on the east side of Central Expressway and west of Sherman Street
 - 8 story building height between Sherman Street and the DART Rail Line



4. Creative Corporate Sub-district

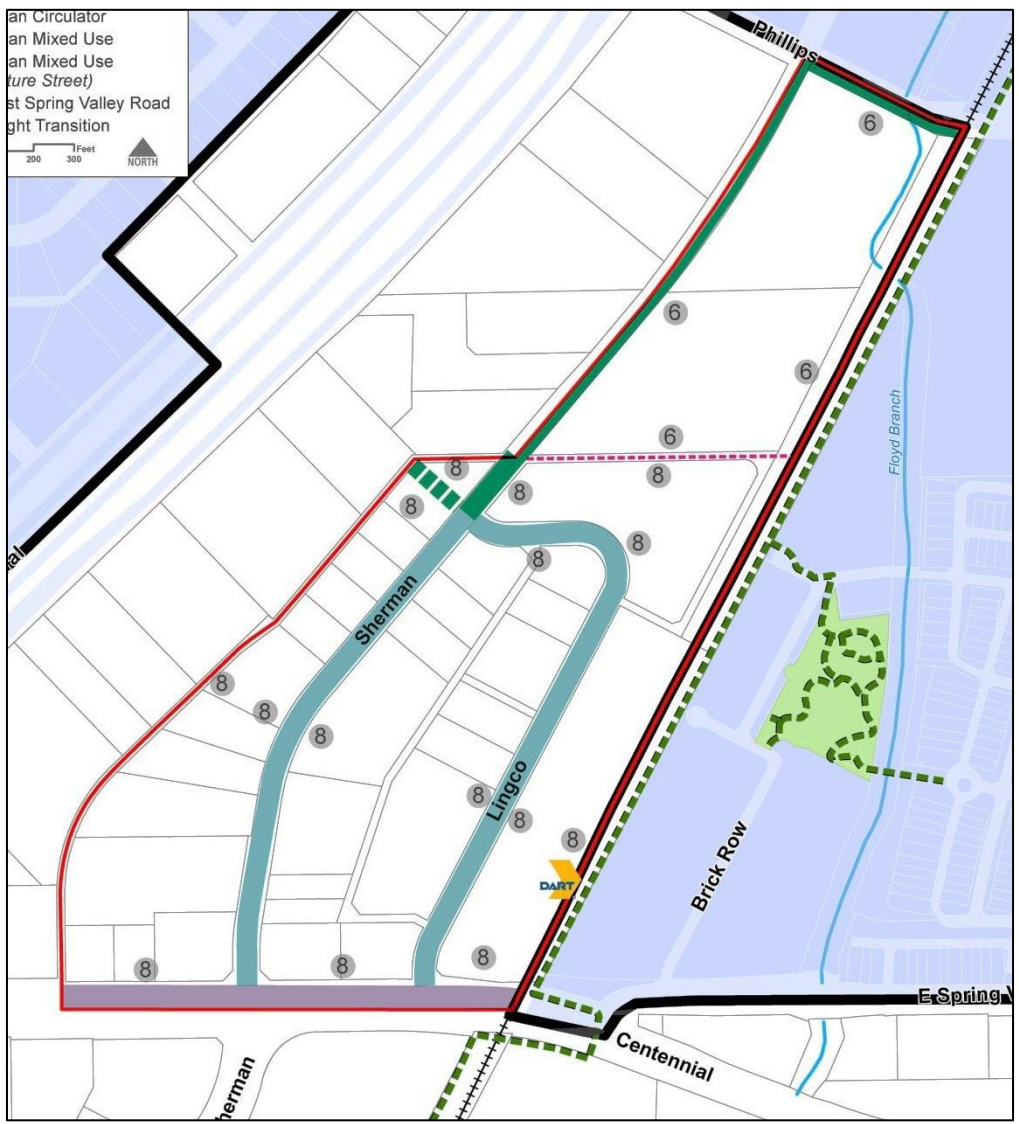
- ✓ Use recommendations:
 - Multi-family residential uses likely appropriate in this sub-district but do not want this to become a predominantly residential district
 - Proposing to allow multi-family with special permit (min. 40 units/acre)
- ✓ Proposing to allow free-standing retail / restaurant / commercial uses (i.e. not requiring the uses to be limited to the ground floor of mixed use buildings)



Topic 5: Railside Sub-district

5. Railside Sub-district

- ✓ Building height recommendations:
 - 8 story building height west of the DART Rail Station



5. Railside Sub-district

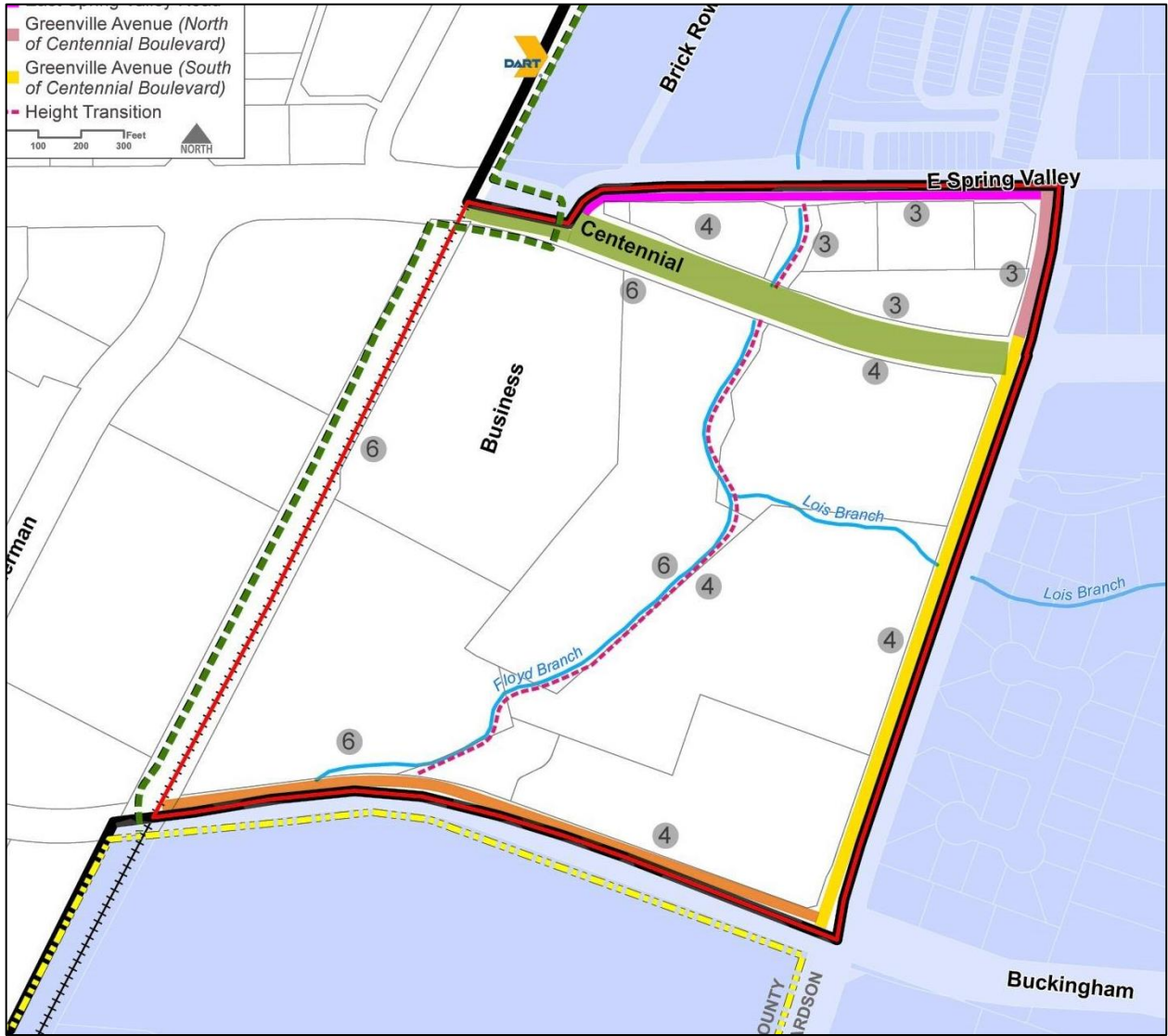
- ✓ Use recommendations
 - Continue to include the uses allowed by the existing Spring Valley Station District (retail, personal services, restaurant, office)
 - Allow artisanal manufacturing and artist-related uses
 - Allow some residential uses by right (MF and SFA only; no SF detached)
- ✓ Proposing to remove the existing caps on residential units and building square footages to allow the area's development to respond to the market
- ✓ Prohibit loading operations on public streets



Topic 6: Centennial Green Sub-district

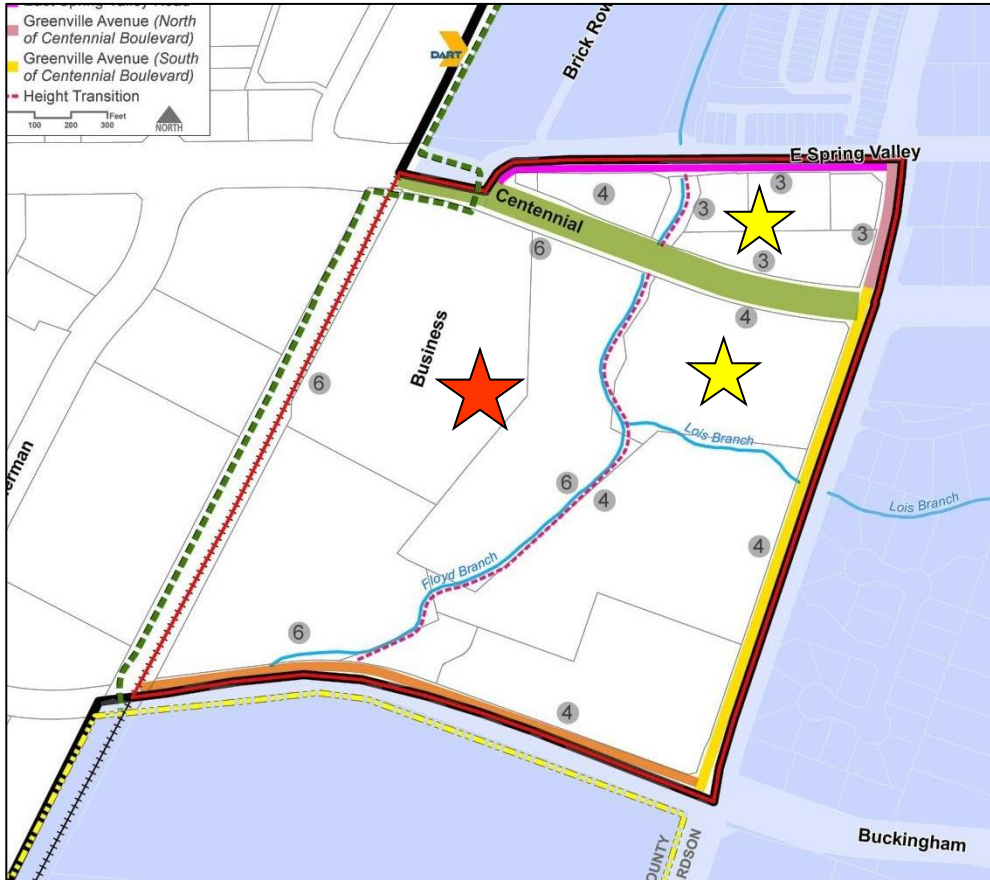
6. Centennial Green Sub-district

- ✓ Building height recommendations:
 - 4 story building height across Greenville Avenue from existing SF residential uses
 - 3 story building height across E. Spring Valley from existing SFA



6. Centennial Green Sub-district

- ✓ Use recommendations
 - Allow residential uses by right (MF, SFA and SF detached)
 - Allow free-standing non-residential uses (office, retail, restaurant) within the existing “triangle” area and at the SWC Greenville Avenue and Centennial Boulevard (★)
 - Allow non-residential uses west of Floyd Branch limited to the ground floor only (i.e. vertically integrated) (★)



Working Assumptions for Existing Code Amendments/Refinements

Existing Code Amendments/Refinements

- Staff and consultant team has identified several amendments/refinements that need to be made to the existing Code
- Property and business owners at March stakeholder meetings also requested team to consider certain amendments to existing Code
- Not uncommon to refine a newly adopted zoning code
- Code amendments affect Interurban, Central Place, Chinatown and Main Street sub-districts – some are sub-district specific and others apply to all sub-districts
- Amendments to Code are being completed concurrently with rezoning the southern end of the Main Street/Central Corridor – and Code refinements identified would also be applied to the southern sub-districts



Existing Code Amendments/Refinements

- Amendments/refinements identified including (but not limited to):
 - ✓ On-premise alcoholic beverage consumption
 - Exemption currently exists in current Code for private club establishments, from the minimum contiguous zoned area (5 acres) and number of establishments per area (1 per 10 acres) requirements of the Code of Ordinances
 - Amending Code to exempt all establishments serving or selling alcohol for on-premise consumption (e.g. restaurants and microbreweries) from the minimum contiguous zoned area and number of establishments per area requirements in the Code of Ordinances.
 - ✓ Belt Line Road/Main Street
 - Re-evaluating the street cross-section west of Greenville Avenue
 - ✓ Use charts
 - Application of supplemental use requirements for certain uses
 - Consistency with other CZO recent amendments



Existing Code Amendments/Refinements

- ✓ Dumpsters*
 - Placement requirements
 - Clarifying recycling allowed
- ✓ Fences/Screening Walls and Street Walls*
 - Establishing new regulations
 - Materials, placement
- ✓ Mews streets and alleys
 - Removal of alleys requirement – other access options available to assist with circulation (i.e. fire lanes)
 - Include an option for SF-A home wanting to front on a mews street
- ✓ Central Place Regulating Plan
 - Designation of “Special Site” opportunity
- ✓ Outdoor seating areas/patios*
 - Establishing new regulations
 - Materials, placement, temporary enclosures

**Requested by property/business owners*



Existing Code Amendments/Refinements

- ✓ Building frontage build-out
 - Allowing publicly accessible open space to also satisfy requirement
- ✓ Architecture materials
 - Materials updates
 - Clarifying when certain provisions apply
- ✓ Mechanical equipment screening
 - Clarification to existing provisions
 - Added ground mounted equipment screening requirements
- ✓ Signage
 - Clarify provisions, dimensions, Ch. 18 applicability
- ✓ Non-conforming properties
 - Clarification of provisions related to other proposed amendments
 - Accommodation for non-conforming buildings due to their existing height



Existing Code Amendments/Refinements

- ✓ Definitions
 - Removal (e.g. massage establishment), new additions (e.g. established building line), and clarifications
- ✓ Scrivener's errors, references



Next Steps

Next Steps

- Summer: code drafting
- July 11 & 12: Property and business owner meetings
- July 12: Community-wide meeting
- August 1: City Council briefing
- August 2 (tentative): CPC briefing
- September/October: CPC consideration of proposed Code
- October/November: CC consideration of proposed Code



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