

Community Workshop #2

July 12, 2016



Image Source – City of Richardson



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

Kimley»Horn
JACOBS
Richardson, Texas

Agenda

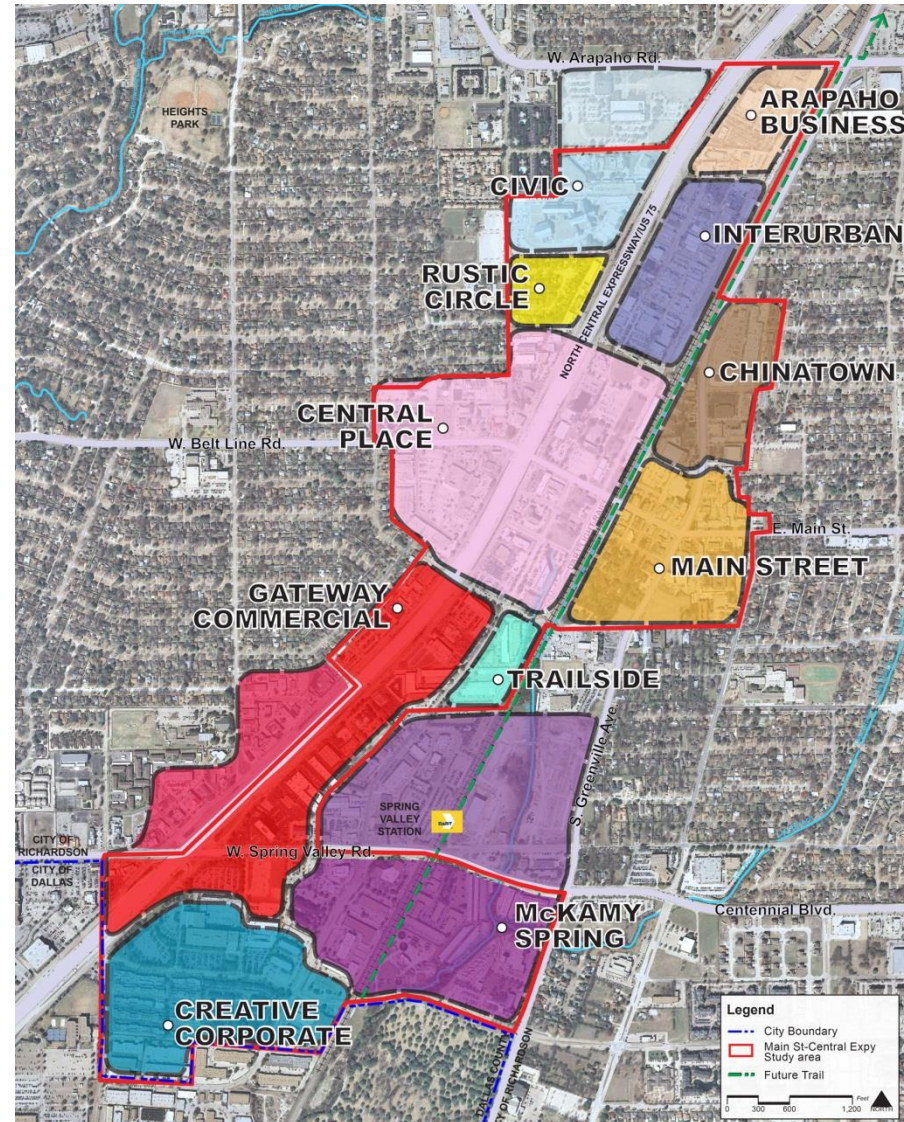
- Project Overview
- Working Assumptions for South End Form Based Code
- South End Sub-districts – Preliminary Zoning Direction
- Working Assumptions for Existing Code
Amendments/Refinements
- Station Instructions
- Next Steps
- Station Activities



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



Phase III – Progress to Date

- Community and Stakeholder Involvement
 - Property and business owner meetings on March 2 and 3, 2016 – 62 participants
 - Community Workshop on March 29, 2016 – 65 participants
 - Online Survey during April 2016 – 295 responses
- City Council (CC) and City Plan Commission (CPC) Involvement and Direction
 - CC Briefing - January 4, 2016
 - CPC Briefing - January 19, 2016
 - CC Tour - April 30, 2016
 - CC Work Session - May 2, 2016
 - CPC Work Session – May 3, 2016
 - CPC Tour – May 17, 2016
 - CC/CPC Joint Work Session - June 20, 2016
- Today's drafts reflect comments from the community and stakeholders, as well as direction from City Plan Commission and City Council

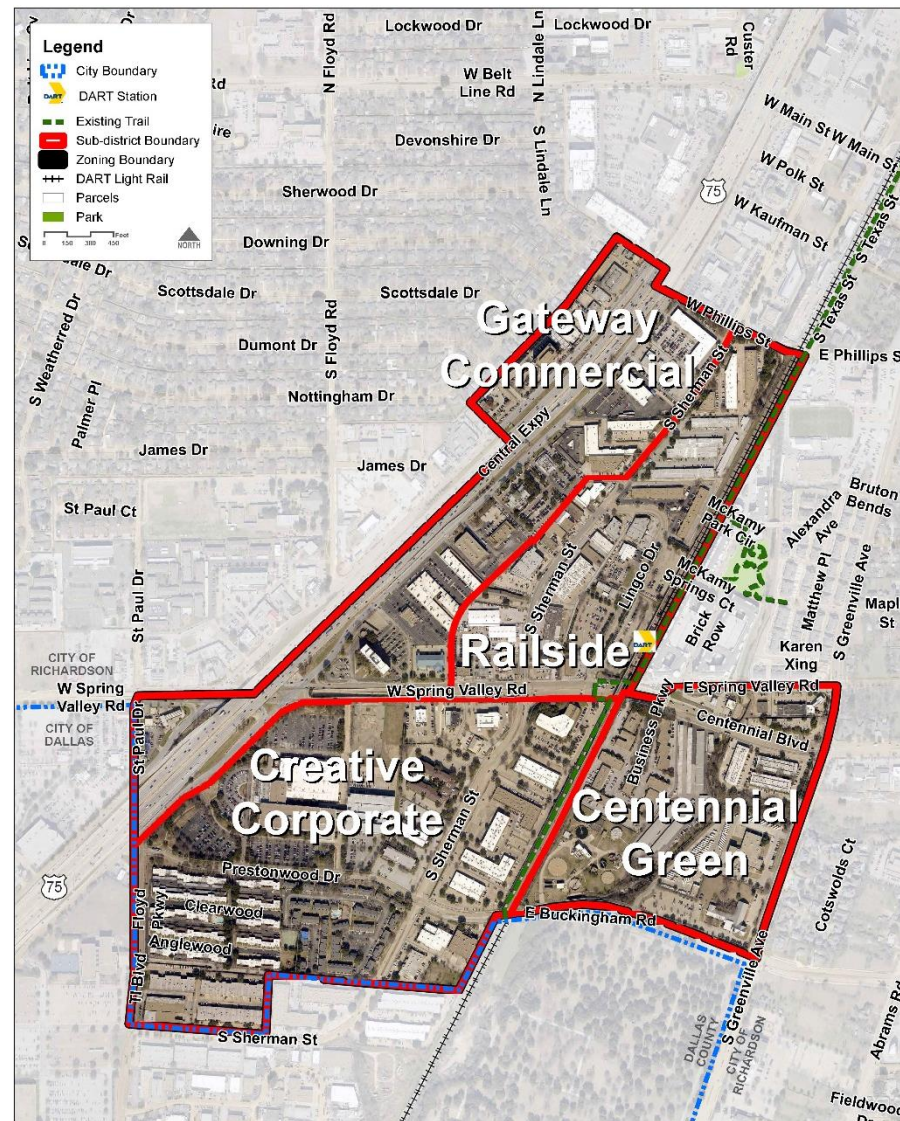
Sub-district Names and Boundaries – March

- Status in March sessions
 - Sub-district names and boundaries from Phase I
 - Added portion of the Spring Valley Station PD
- Input from property owners, public about appropriate Sub-district boundaries, names and character



Sub-district Names and Boundaries – May/June

- **Gateway Commercial** – the southern boundary shifts north to Spring Valley Rd.
- **Creative Corporate** – the northern boundary moves north to Spring Valley Rd.
- **Centennial Green** – new name for McKamy Spring. Area takes 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)
- **Railside** – new name for Trailside. Area extends south to Spring Valley Rd. to take in the area west of the Spring Valley DART Station (currently part of Spring Valley Station PD)
- **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



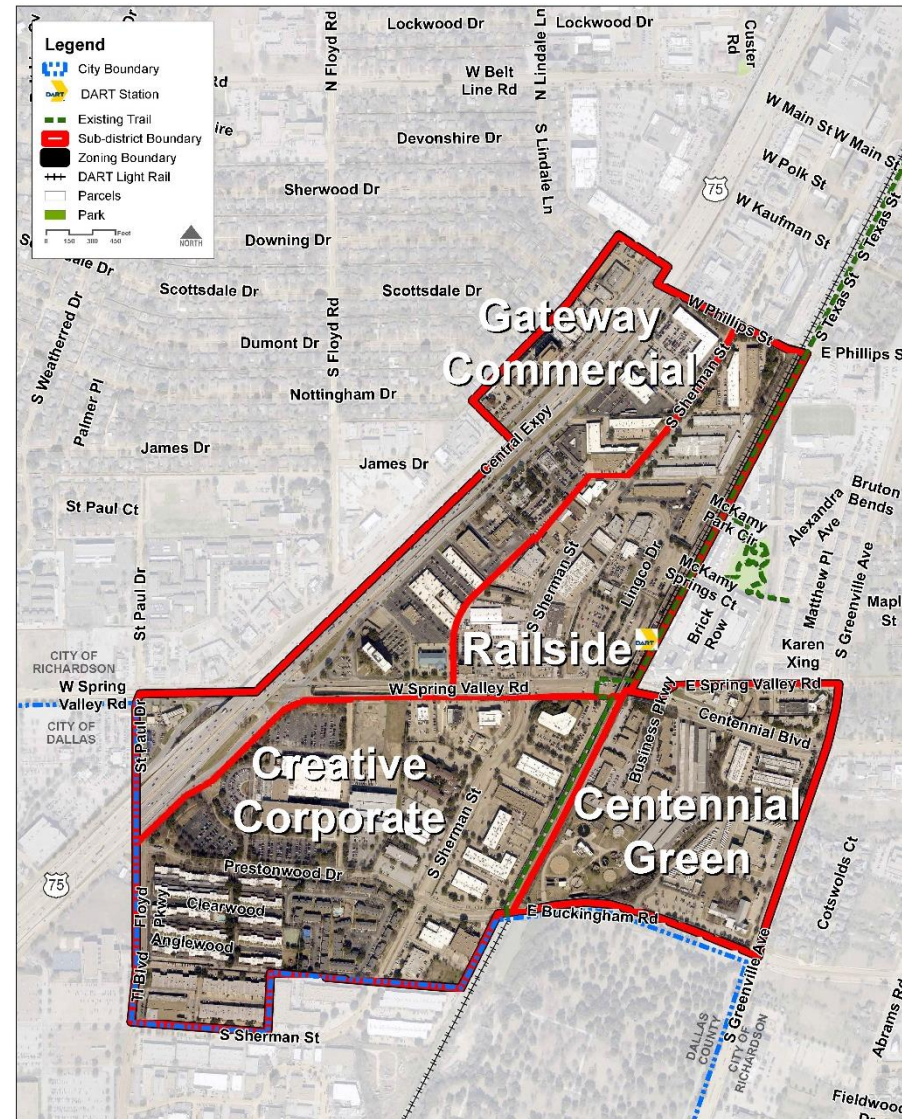
Vision – Rainside Sub-district

- 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



Focus of Today's Meeting

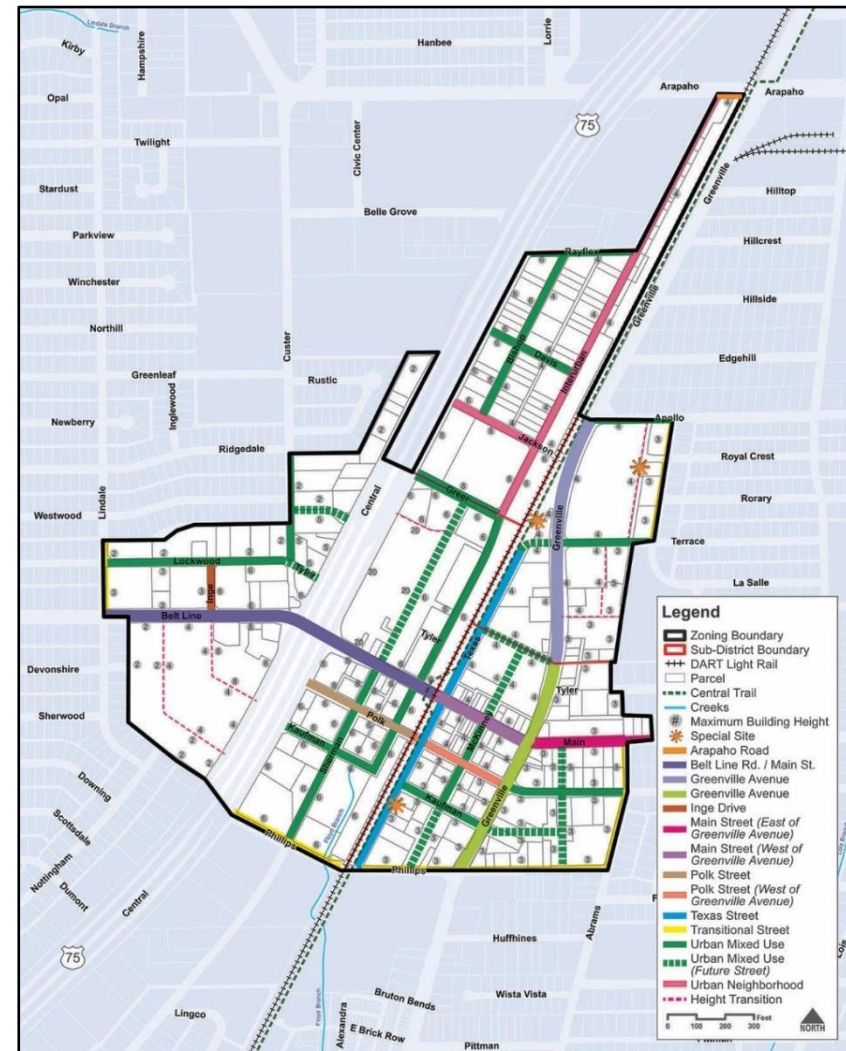
- Review and discuss preliminary building heights established for each of the Southern Sub-districts
- Review and discuss proposed uses for each of the Southern Sub-districts
- Review and discuss proposed street types for each of the Southern Sub-districts
- Review and discuss proposed code amendments 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
- City Council and City Plan Commission concurred with these working assumptions



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 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)



Working Assumptions – Auto-Related Uses

▪ 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 (Recommended)

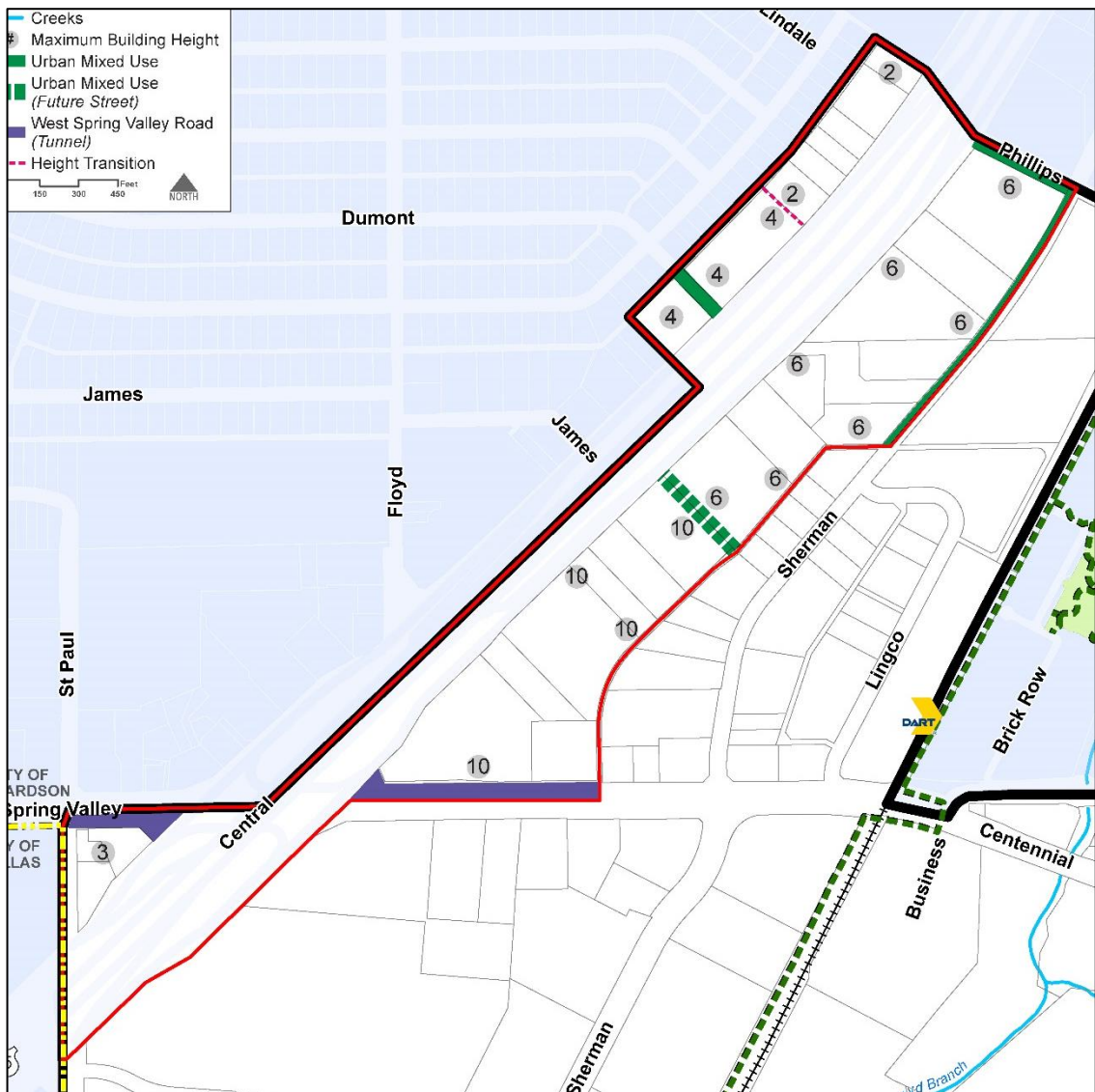
- All existing uses allowed to continue operating as non-conforming uses
- Subject to non-conforming provisions within Code
- Gateway Commercial Sub-district: allow with Special Permit on west side of US 75 and on east side of US 75 within 1000 ft of Phillips St (*awaiting further direction from CC/CPC*)
- 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)



South End Sub-districts Preliminary Zoning Direction

Gateway Commercial Sub-district

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



Gateway Commercial Sub-district – CPC / CC Direction

- ✓ Use:
 - Allow multifamily residential with Special Permit (min. 40 units/ac.)
 - Allow uses sub-district wide which includes the triangle area bounded by Central, West Spring Valley and St. Paul (exception: auto-related uses – awaiting further direction)
 - Allow live/work uses

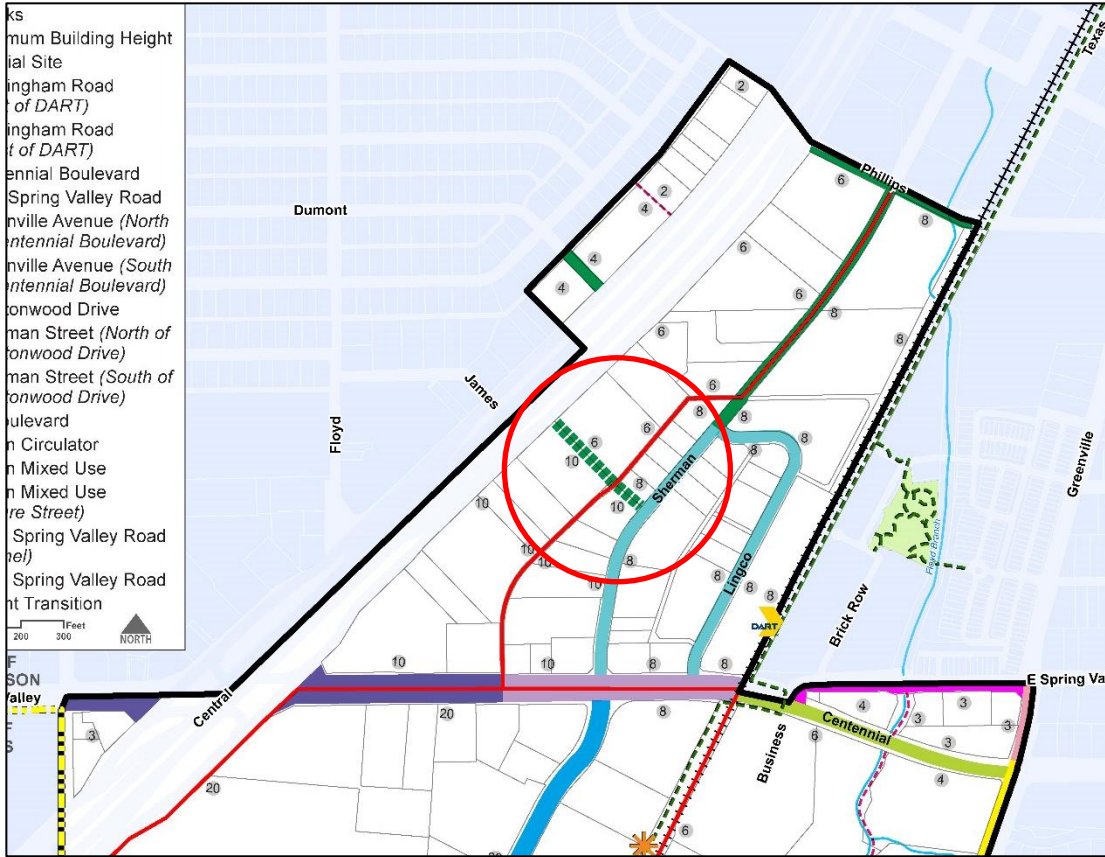
- ✓ Building height:
 - East side of Central (no residential adjacency)
 - Allow 6 stories north of future street
 - Allow 10 stories south of future street
 - West side of Central near Dumont Drive (includes existing 4-story building adjacent to existing residential neighborhood) – allow up to 4 stories

- ✓ Allow 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)



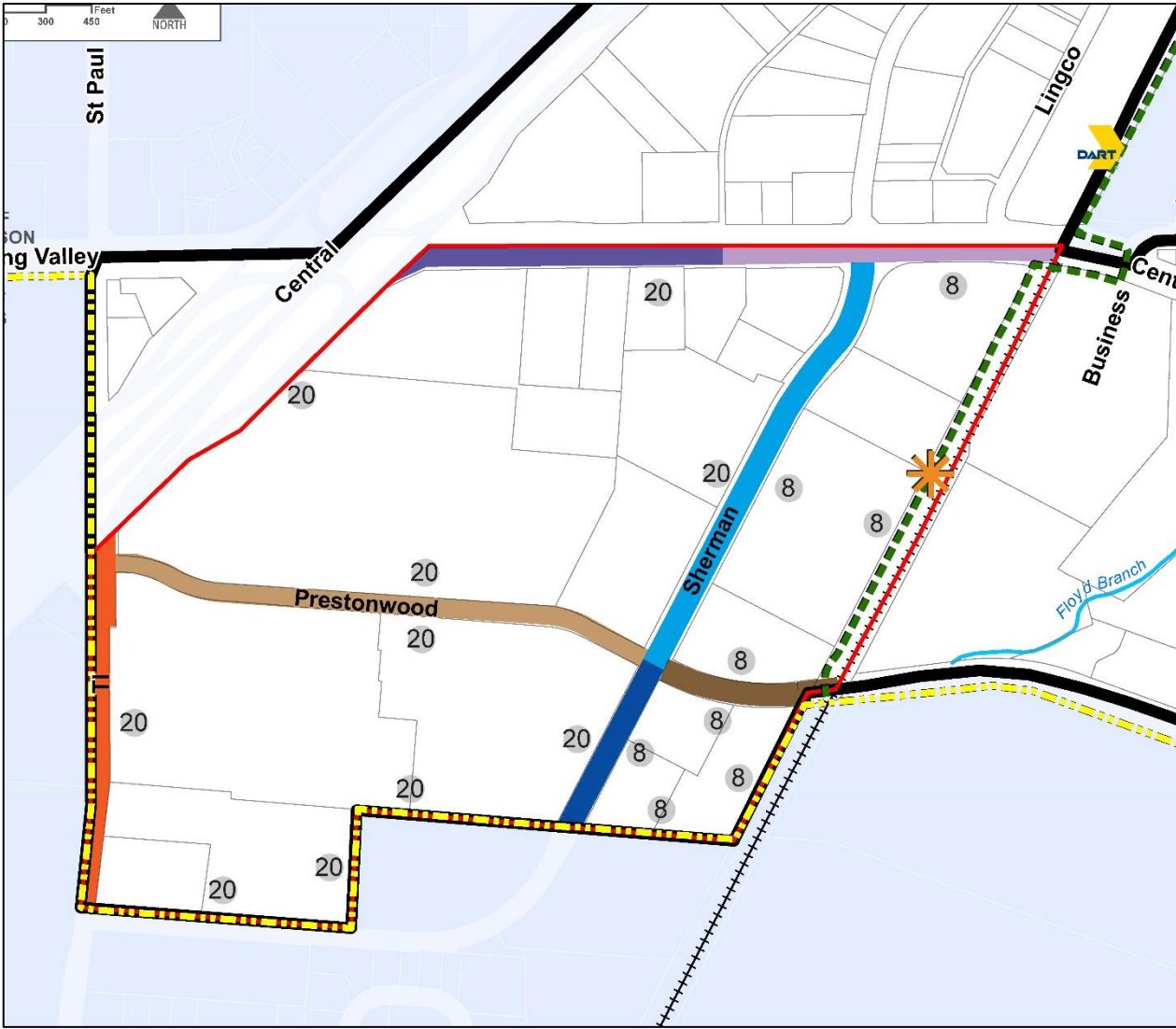
Gateway Commercial Sub-district - CPC / CC Direction

- ✓ Allow new street connection between US 75 and Sherman Street
 - Improves circulation within area due to access limitations associated with Spring Valley Road (existing underpass/tunnel)
 - Builds upon past planning efforts of Spring Valley Station PD
 - Likely be constructed as part of a complete redevelopment scenario
 - The street location currently shown has been further refined since 6/20 and shifted to the south to avoid an existing building



Creative Corporate Sub-district – CPC / CC Direction

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



Creative Corporate Sub-district – CPC / CC Direction

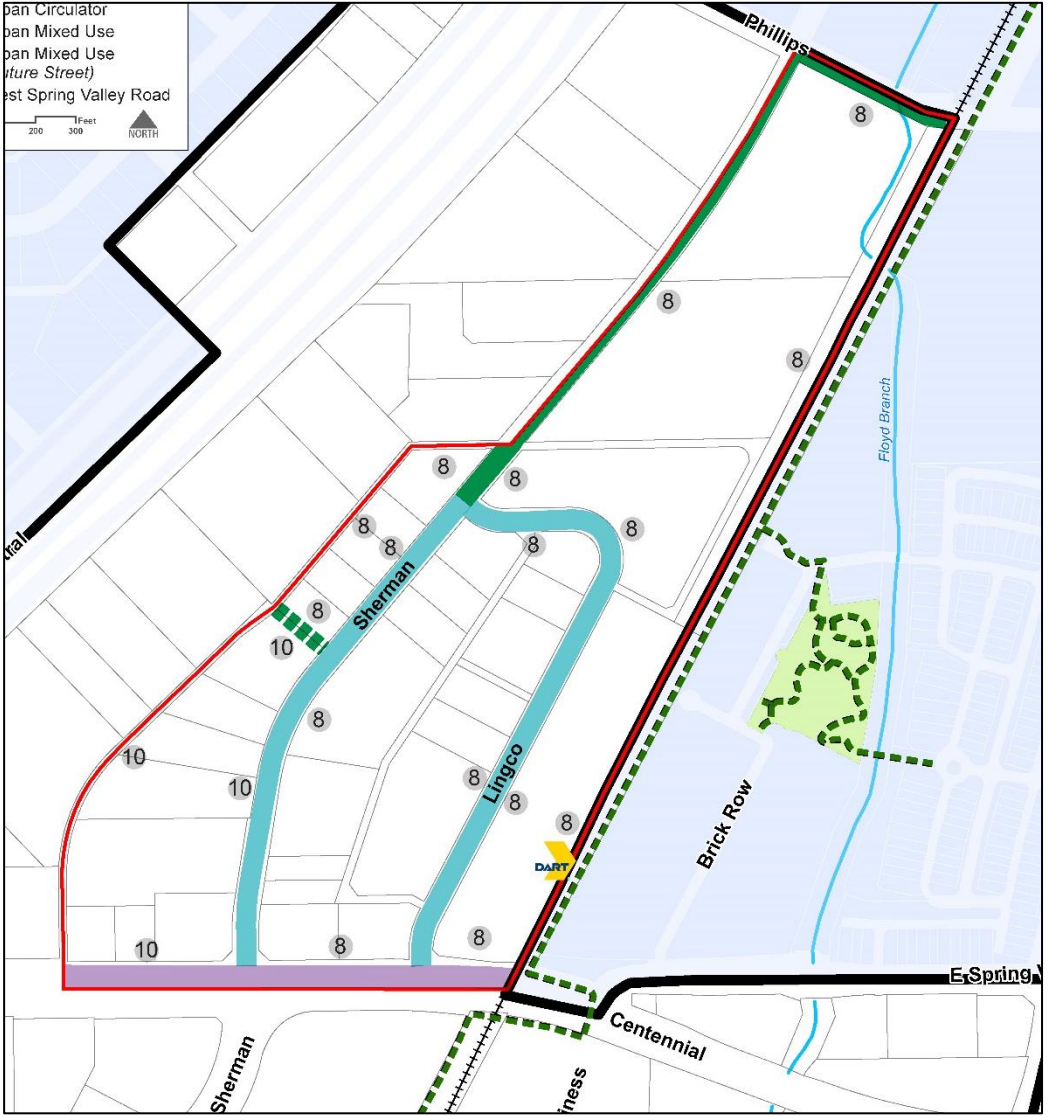
✓ Use:

- Multi-family residential uses likely appropriate in this sub-district but do not want this to become a predominantly residential district
 - Allow multi-family residential with Special Permit (min. 40 units/acre)
 - Allow live/work uses
- ✓ Allow free-standing retail / restaurant / commercial uses (i.e. not requiring the uses to be limited to the ground floor of mixed use buildings)



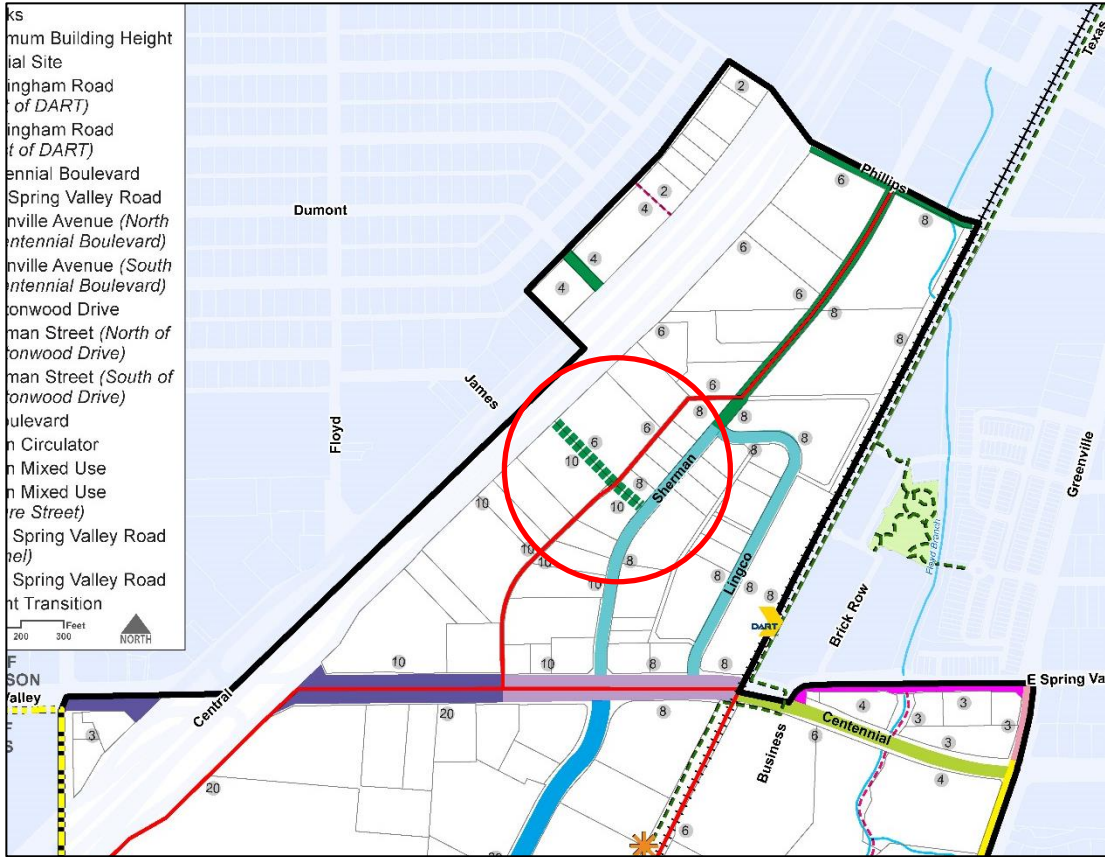
Railside Sub-district - CPC / CC Direction

- ✓ Building height:
 - East side of Sherman Street – allow 8 story building height
 - West side of Sherman Street:
 - Allow 8 story building height north of Future Street
 - Allow 10 story building height south of Future Street



Railside Sub-district - CPC / CC Direction

- ✓ Allow new street connection between US 75 and Sherman Street
 - Improves circulation within area due to access limitations associated with Spring Valley Road (existing underpass/tunnel)
 - Builds upon past planning efforts of Spring Valley Station PD
 - Likely be constructed as part of a complete redevelopment scenario
 - The street location currently shown has been further refined since 6/20 and shifted to the south to avoid an existing building



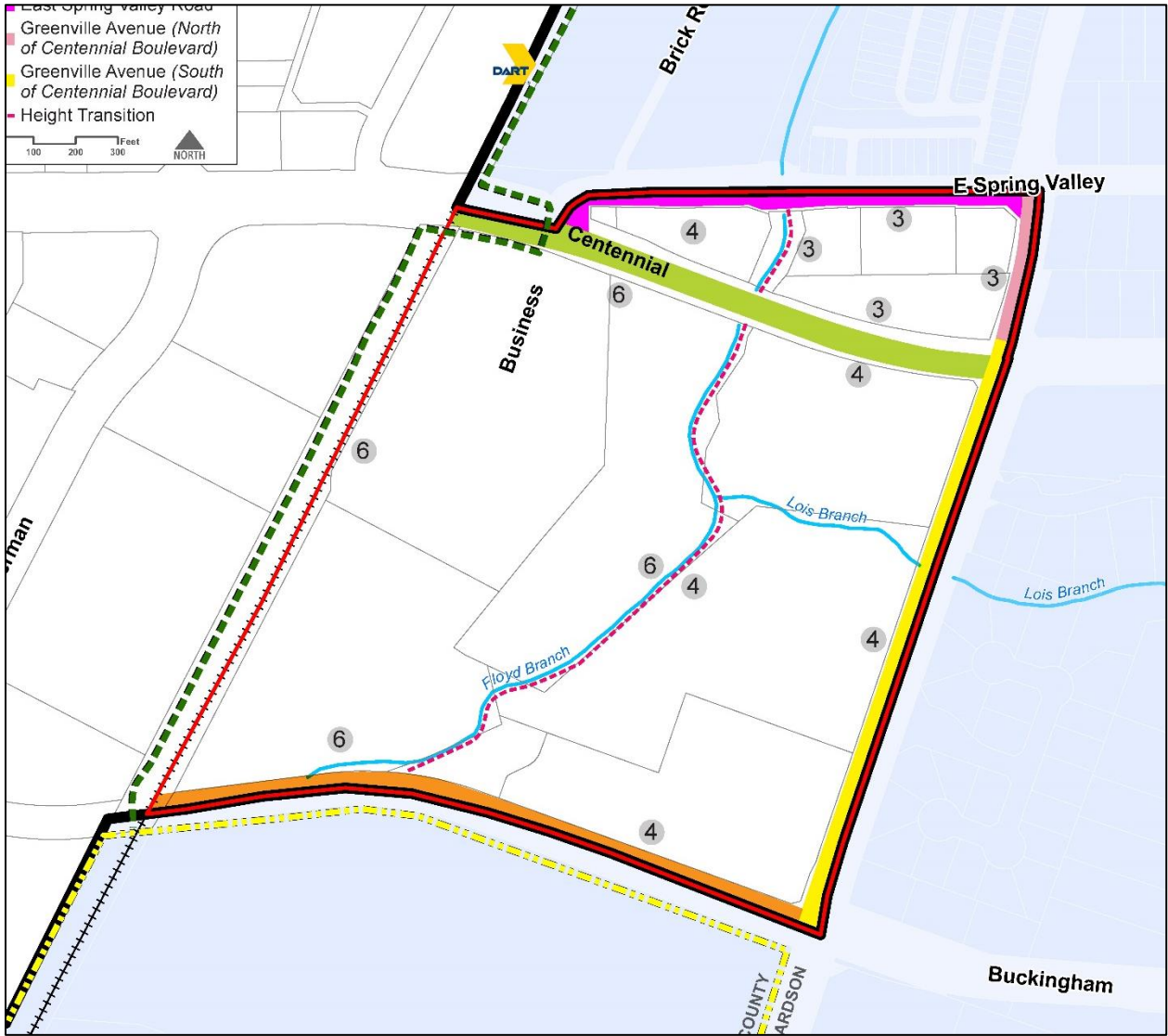
Railside Sub-district - CPC / CC Direction

- ✓ Use:
 - Continue to allow retail, personal services, restaurant and office uses (similar to the existing Spring Valley Station District)
 - Allow artisanal manufacturing and artist-related uses
 - Allow multi-family residential and single family attached residential uses by right
 - Allow live/work uses
- ✓ 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



Centennial Green Sub-district - CPC / CC Direction

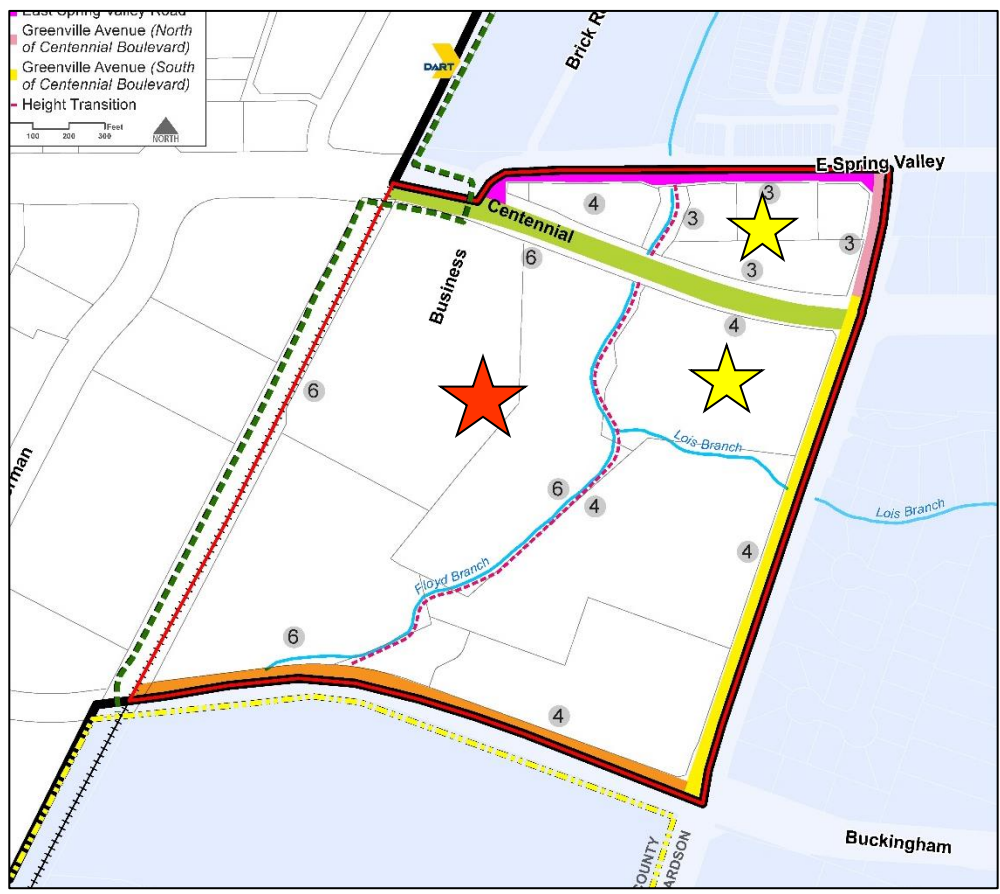
- ✓ Building height:
 - Allow 4 story building height across Greenville Avenue from existing SF residential uses
 - Allow 3 story building height across E. Spring Valley from existing SFA



Centennial Green Sub-district - CPC / CC Direction

✓ Use:

- 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) (★)
- Allow live/work uses



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 recent CZO amendments



Existing Code Amendments/Refinements

- ✓ 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
 - Changing Phillips Street to an Urban Mixed Use street
- ✓ 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



Existing Code Amendments/Refinements

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



Existing Code Amendments/Refinements

- ✓ Dumpsters*
 - Placement requirements
 - Clarifying recycling allowed
- ✓ Outdoor seating areas/patios*
 - Establishing new regulations
 - Materials, placement, temporary enclosures
- ✓ Fences/Screening Walls and Street Walls*
 - Establishing new regulations
 - Materials, placement

**Requested by property/business owners*



Existing Code Amendments/Refinements - Dumpsters

Through the application of the dumpster regulations over the last year, several issues have arisen. The following proposed changes reflect a response to the issues:

- ✓ Definition of dumpster has been modified to include “recycling dumpsters”
- ✓ Regulations have been modified to:
 - Clarify that the required masonry screening wall is included within the site placement requirements for the dumpster
 - Require that dumpster siting be in accordance with the City’s Dumpster/Compactor Pad Detail for consistency with other City policies
 - Remove the minimum setback requirement from rear/side interior lot lines
 - Allow for a minor modification process to permit alternate container placement standards to accommodate servicing in unique situations



Existing Code Amendments/Refinements – Outdoor Seating Areas / Patios

New proposed standards to accommodate outdoor seating/patio enclosures for residential and nonresidential uses were created based on property and business owner concerns of existing and future outdoor seating and patios:

- ✓ Outdoor seating areas (including patios and roof-top areas) are allowed, and may be partially or fully enclosed, subject to site plan approval
- ✓ Are considered as an accessory structure and shall be architecturally consistent with the primary building it is serving
- ✓ Shall not encroach into the minimum required sidewalk
- ✓ Non-residential and residential outdoor seating areas may be enclosed by a perimeter fence and/or wall; however, if located within a front yard or Required Front Build-to Zone then it shall:
 - Be constructed of tubular steel, wood, masonry and/or a combination thereof
 - Shall not exceed 42-inches in height
 - Shall be a minimum 50% open or transparent (residential applications only)



Existing Code Amendments/Refinements – Outdoor Seating

Areas / Patios cont.

- ✓ Residential (rooftop only) and nonresidential outdoor seating areas may be enclosed temporarily if constructed of canvas, screen mesh, sun shade fabric, clear vinyl materials or other materials as approved by the City Manager or designee intended for outdoor use
- ✓ Residential outdoor seating areas when located in a front yard or within the Required Front Build-to Zone shall not be partially or fully enclosed (exception: rooftop)
- ✓ Shall comply with building and fire codes and shall be maintained in good condition



Existing Code Amendments/Refinements – Fences / Screening Walls

The following proposed regulations were developed to address fences and screening walls which were not addressed in the previous code:

- ✓ Fences and screening walls:
 - Shall not be placed between the existing building and street right-of-way line (except in Interurban Sub-district for contracting operations and specified motor vehicle related uses)
 - Shall not be placed within the Required Front Build-to Zone or within the front yard building setback (except in Interurban Sub-district for contracting operations and specified motor vehicle related uses)
 - May have an inward opening vehicle ingress/egress gate setback a minimum 20 feet from the street right-of-way line
 - Allowed materials - tubular steel, wood, masonry, and other materials as approved by the City Manager or designee. Vinyl, chain-link (including but not limited to galvanized, powder or vinyl coated), barbed wire, and/or razor wire are prohibited



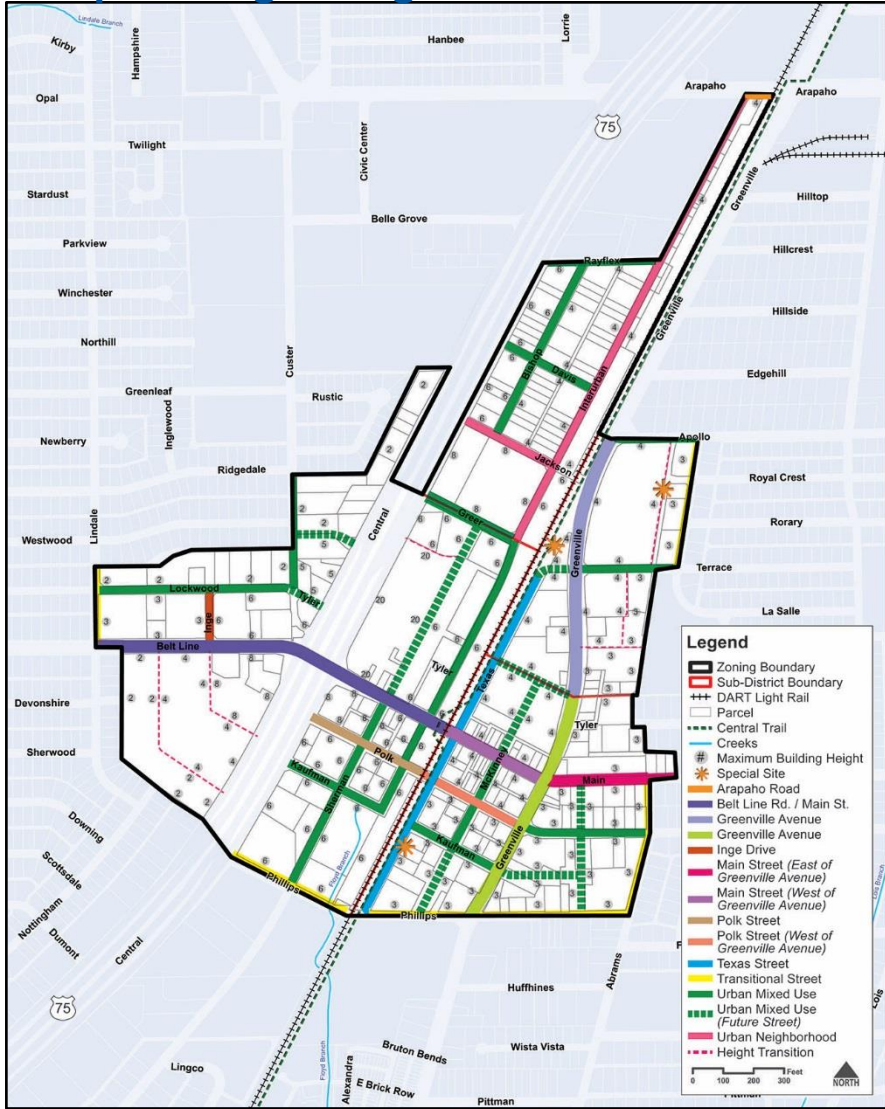
Existing Code Amendments/Refinements – Fences / Screening Walls cont.

- When located in front of the existing building and/or within the Required Front Build-to Zone in the Interurban Sub-district, shall be tubular steel (or similar material) and minimum 50% open or transparent
- Allowed maximum eight feet in height; maximum five feet in height for contracting operations and motor vehicle related uses if located in front of the existing building and/or within the Required Front Build-to Zone in the Interurban Sub-district
- Finished side of the fence or screening wall visible from streets and/or public open spaces will face outward
- Shall comply with additional permitting and placement requirements within the City's Code of Ordinances (Chapters 6 and 22)

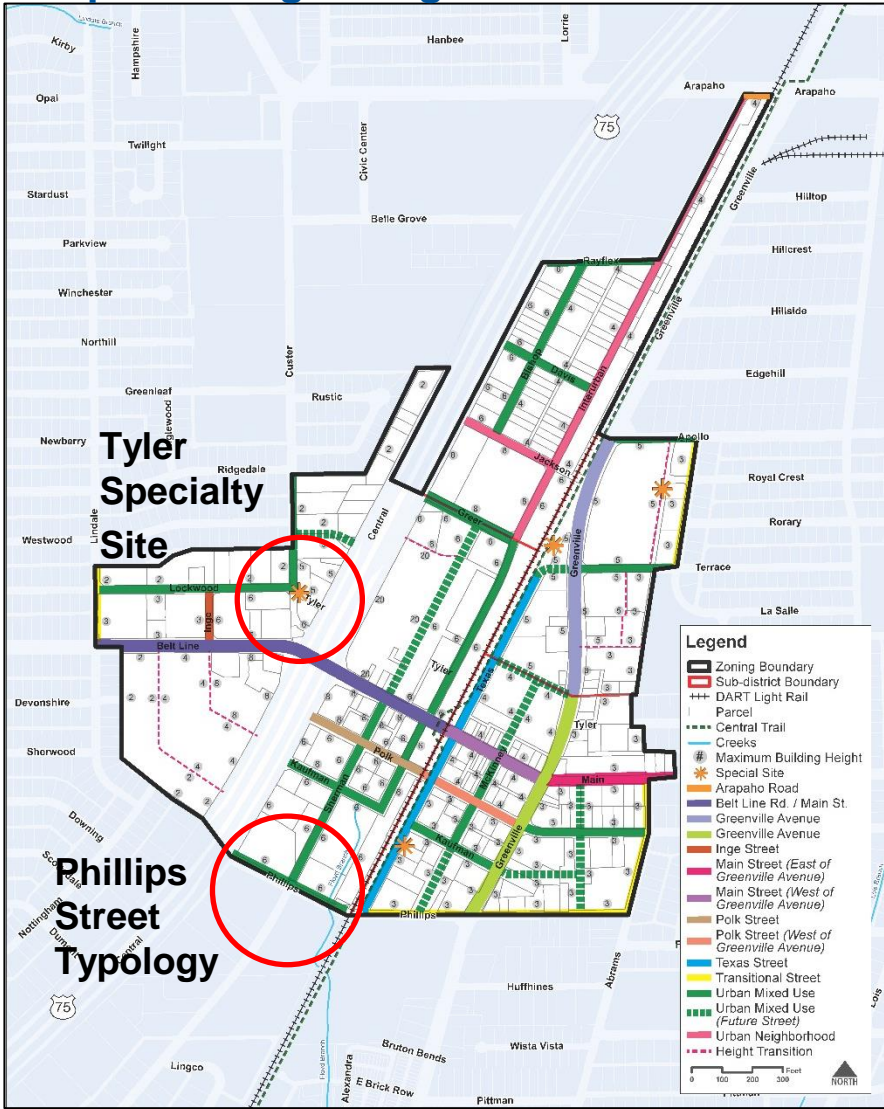


Central Sub-districts

Adopted Regulaging Plan

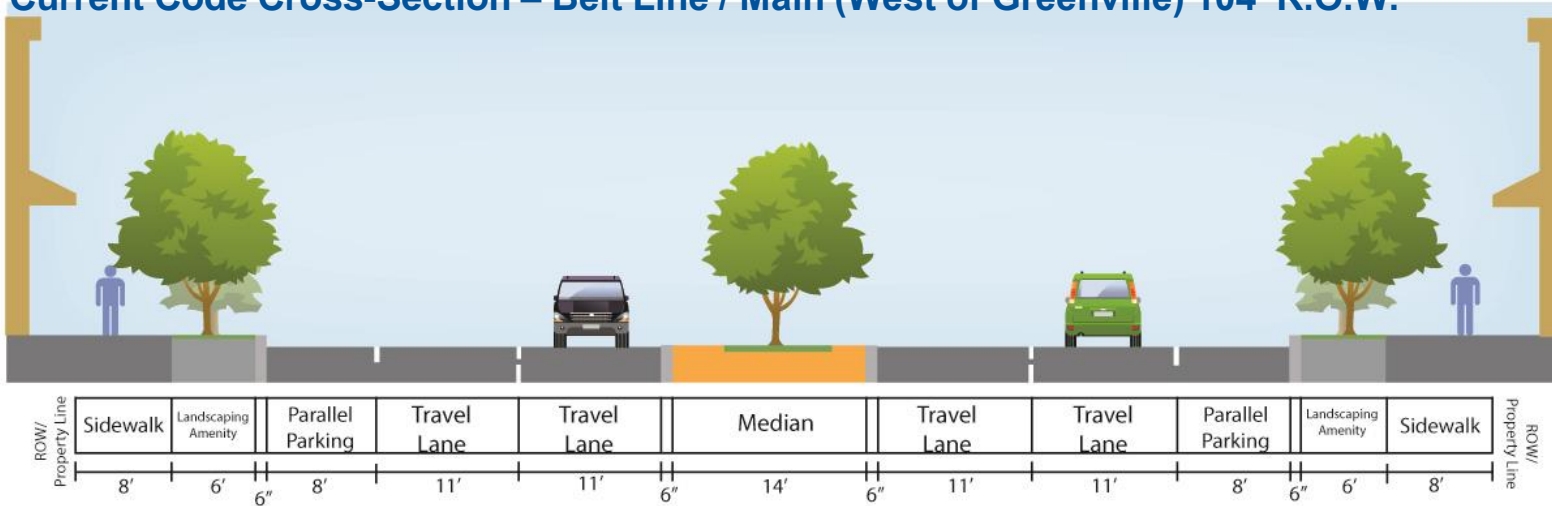


Proposed Regulaging Plan

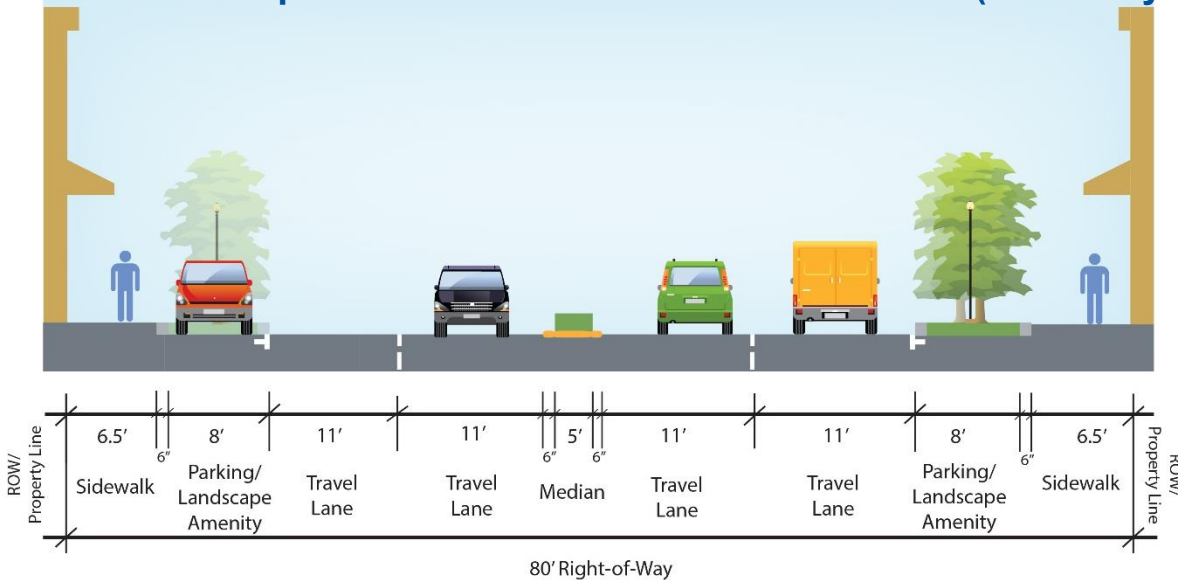


Belt Line – Main Street Cross-sections

Current Code Cross-Section – Belt Line / Main (West of Greenville) 104' R.O.W.



Alternate Proposed Cross-Section – Belt Line / Main (McKinney to Texas Street) 80' R.O.W.



Comparison – Coded vs. Alternate Street Cross-section

Site Element	Coded Street Cross-section (at McKinney St.)	Alternate Street Cross-section (at McKinney St.)
Sidewalks (both sides)	8 ft.	6.5 ft.
Landscape/Amenity Zones (both sides)	6 ft.	8 ft. – Combined into same lane (i.e. parking lane with landscape islands)
Parallel Parking (both sides)	8 ft. (dedicated lane)	
Travel Lanes (all)	11 ft. (44 ft. total)	11 ft. (44 ft. total)
Median	14 ft.	5 ft.
Total ROW Width	104 ft.	80 ft. (existing varies)



Alternate Cross-section – Additional Observations

- Contained within existing ROW except at NWC of Belt Line / Main and Greenville – ROW needed for intersection realignment
- Accommodates dedicated left turn lanes Belt Line / Main at Greenville (NB and SB)
- Accommodates right turn lane for EB Belt Line / Main to SB Greenville
- Between McKinney and Greenville – no on-street parking and landscaping areas minimal
- Sidewalk widths could become less
- NWC Belt Line / Main at Greenville – opportunity to create small open space area with balance of property
- Should properties redevelop, owners could choose to set back buildings farther away from ROW up to 10 ft. (as currently coded) – allows for wider sidewalk area and/or small landscape areas



Station Instructions

Session 2 – Station Discussions

- Opportunity for detailed discussion about each Sub-district
- Discussion with consultant team member and stakeholders
- Topics include draft proposals for:
 - Regulating Plans
 - Building Heights
 - Street Cross-Sections
 - Proposed Uses
- Select a South End Sub-district or the group of Central Sub-districts based on your interests
- Continue with that discussion until we adjourn by 9:00 p.m.



Next Steps

Next Steps

- Summer: Code drafting
- August 1: City Council briefing
- August 2 (tentative): City Plan Commission briefing
- September/October: City Plan Commission consideration of proposed Code
- October/November: City Council consideration of proposed Code



Station Activities

Community Workshop #2

July 12, 2016



Image Source – City of Richardson

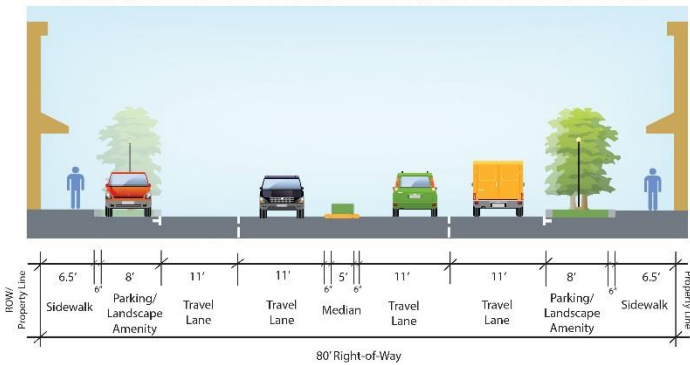


MAIN STREET / CENTRAL - REZONING INITIATIVE | PHASE III SOUTH END

Kimley»Horn
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Richardson, Texas

Belt Line – Main Street – Alternate Proposed Cross-section

MAIN STREET - TEXAS STREET TO MCKINNEY STREET



MAIN STREET - MCKINNEY STREET TO GREENVILLE AVENUE

