

Property Owner Meeting Series 2

July 11-12, 2016



Image Source – City of Richardson



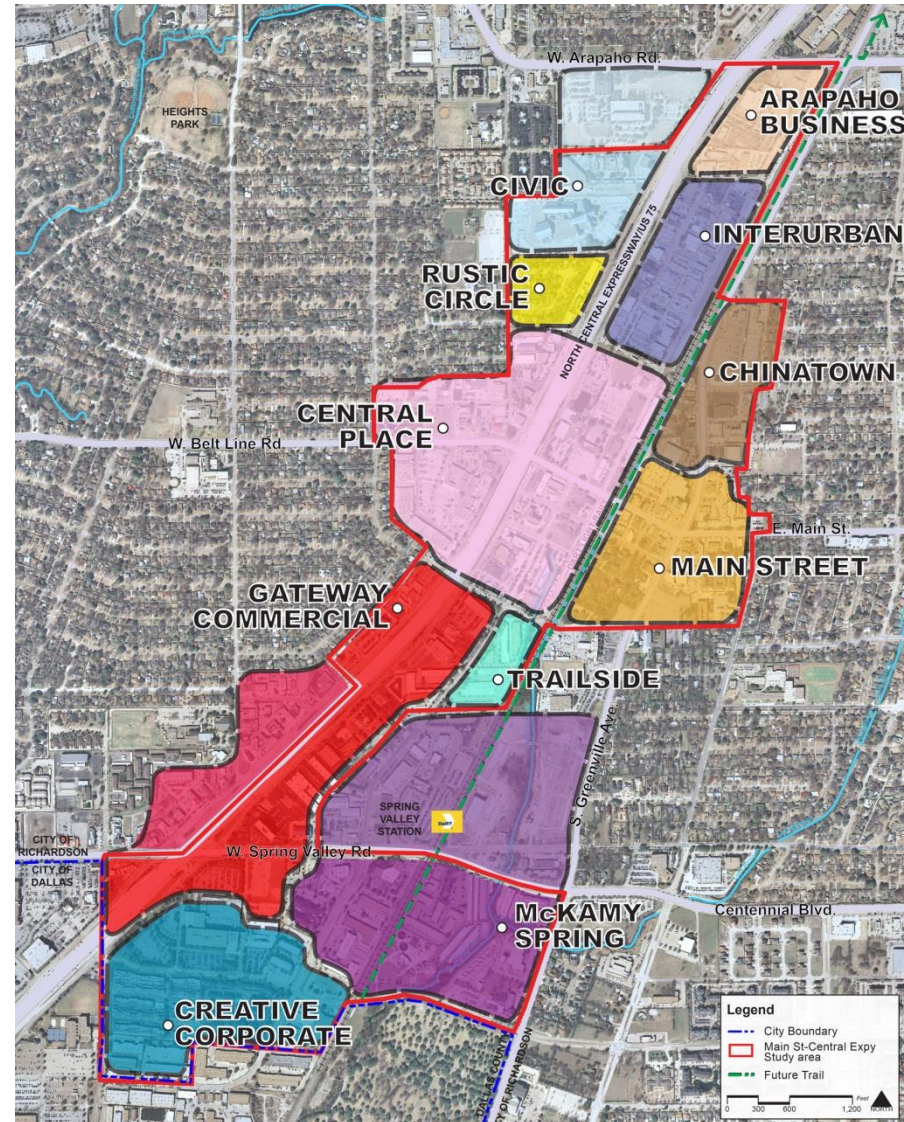
MAIN STREET / CENTRAL - REZONING INITIATIVE | PHASE III SOUTH END

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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

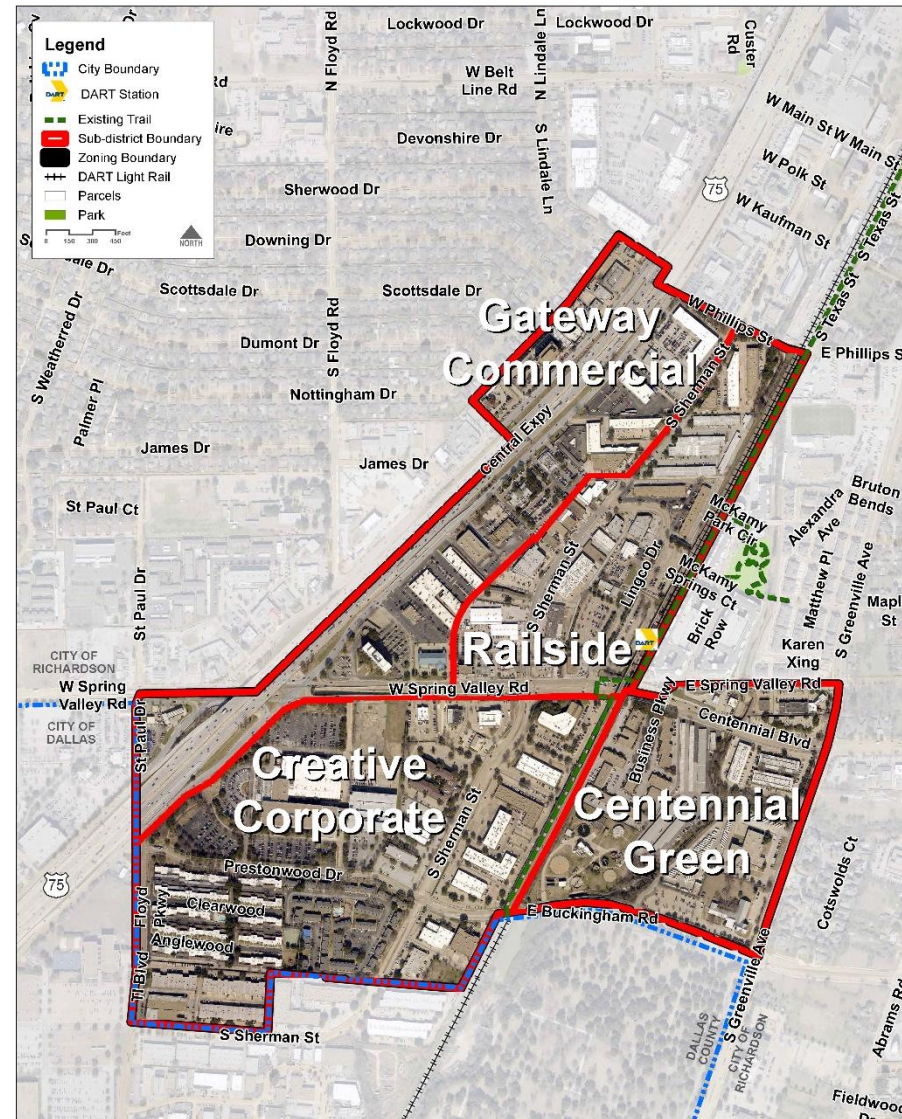
Sub-district Names and Boundaries – March

- 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



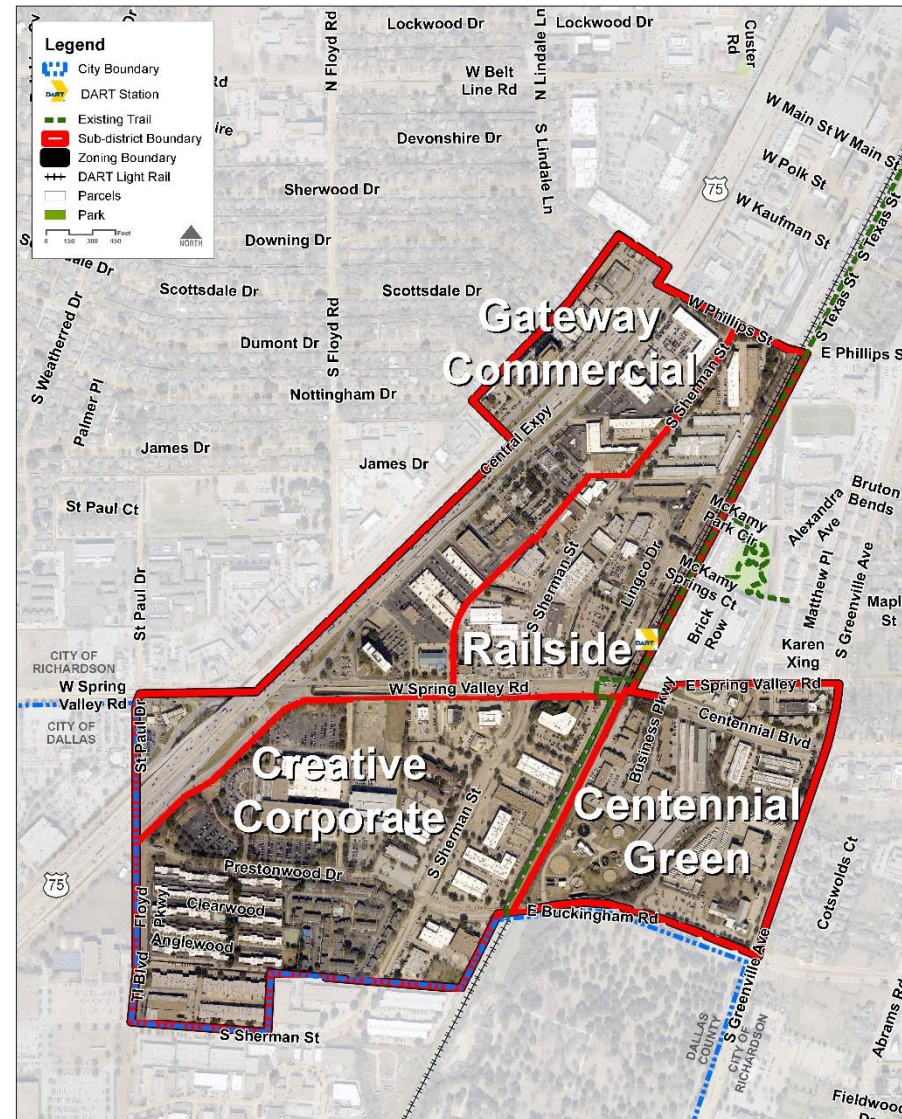
Vision – Railside Sub-district

- 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



Focus of Today's Meeting

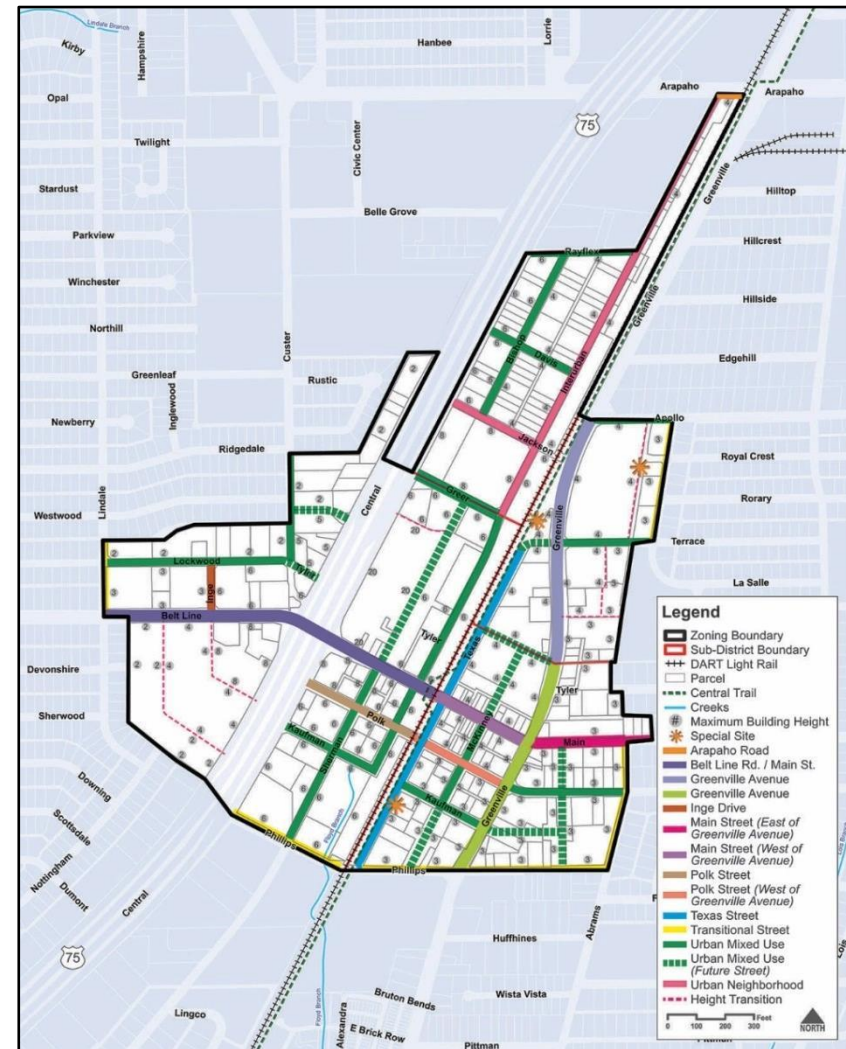
- Review and discuss preliminary building heights established for each of the Southern Sub-districts
- Review and discuss proposed uses for each of the Southern Sub-districts
- Review and discuss proposed street types for each of the Southern Sub-districts
- Review and discuss proposed code amendments 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)

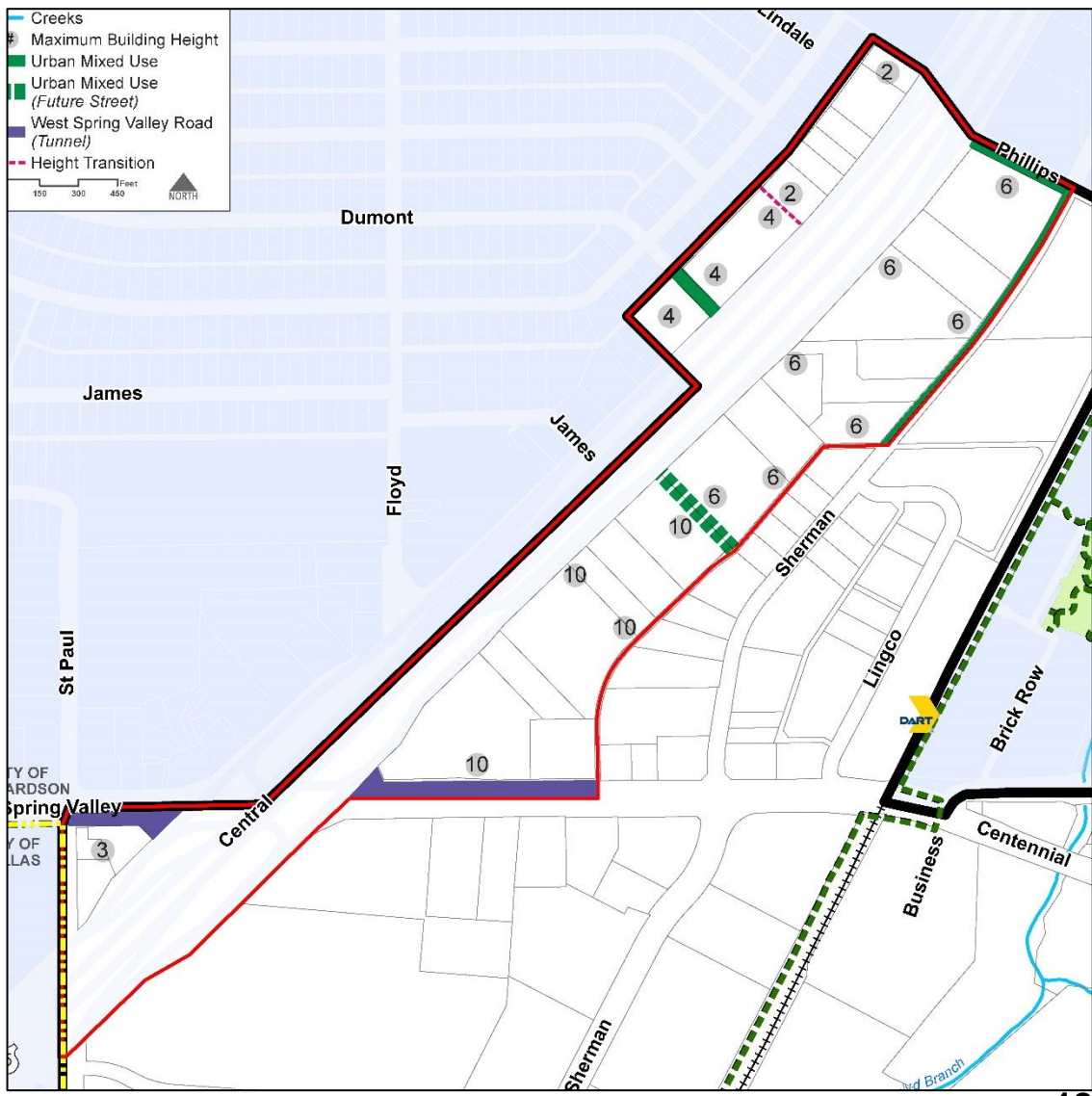
- All existing uses allowed to continue operating as non-conforming uses
- Subject to non-conforming provisions within Code
- Gateway Commercial Sub-district: allow with Special Permit on west side of US 75 and on east side of US 75 within 1000 ft of Phillips St (*awaiting further direction from CC/CPC*)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



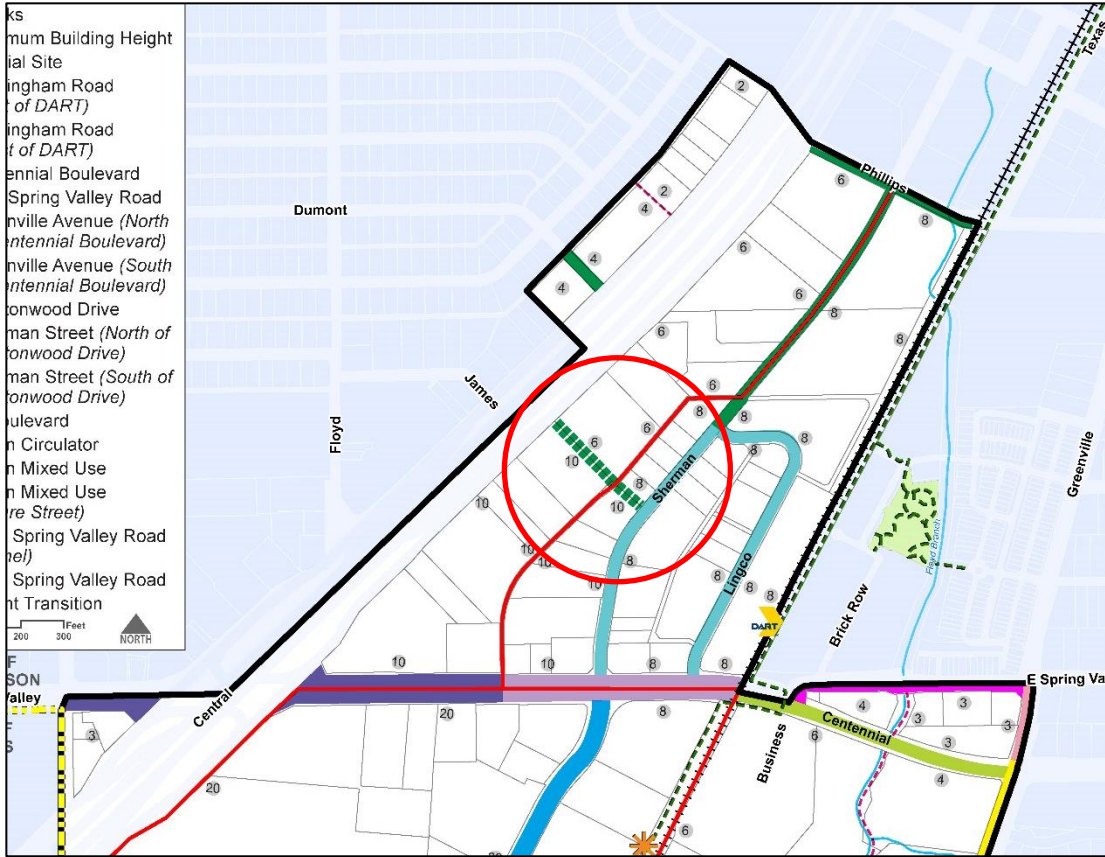
Gateway Commercial Sub-district – CPC / CC Direction

- ✓ 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)



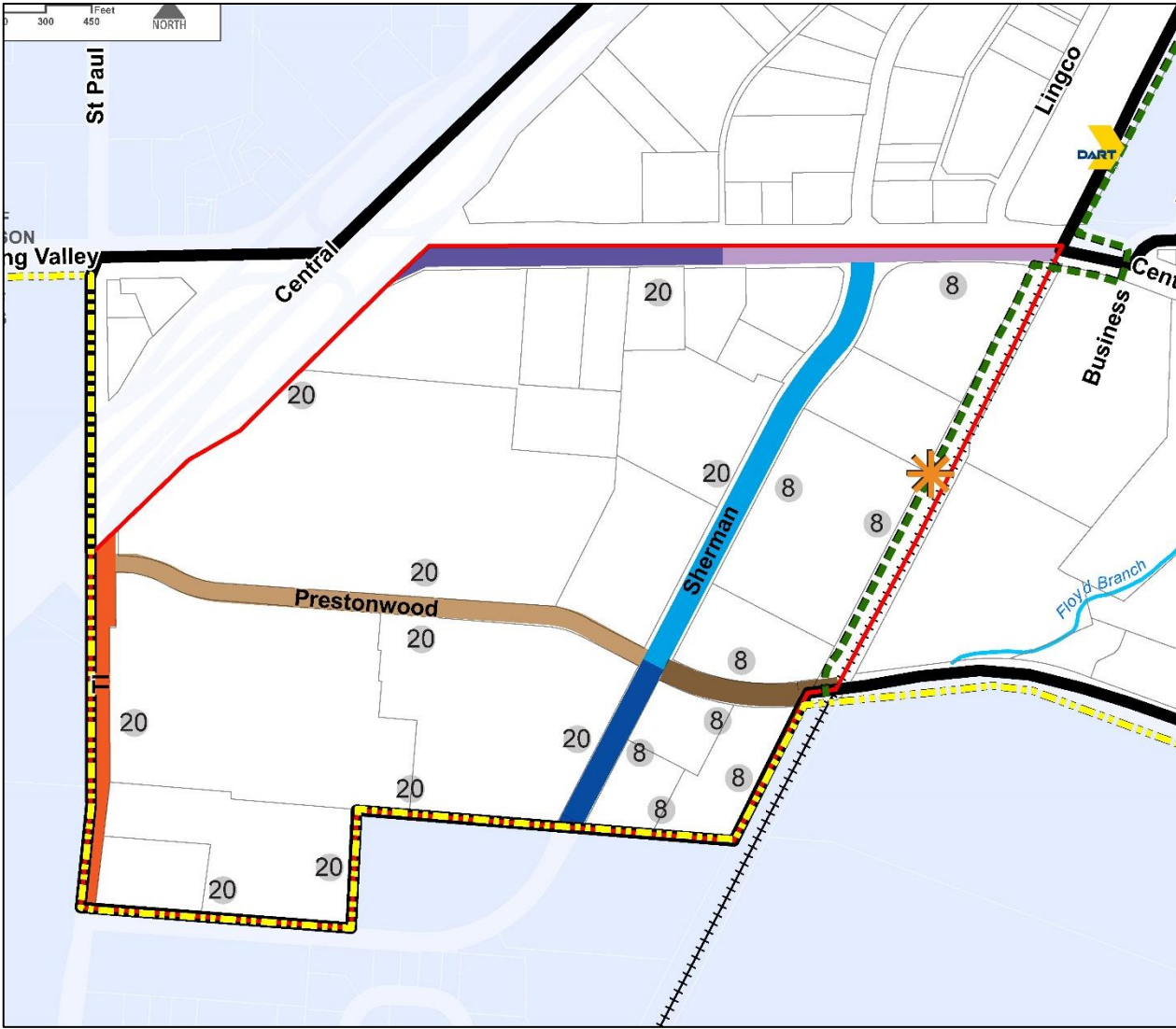
Gateway Commercial Sub-district - CPC / CC Direction

- ✓ 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

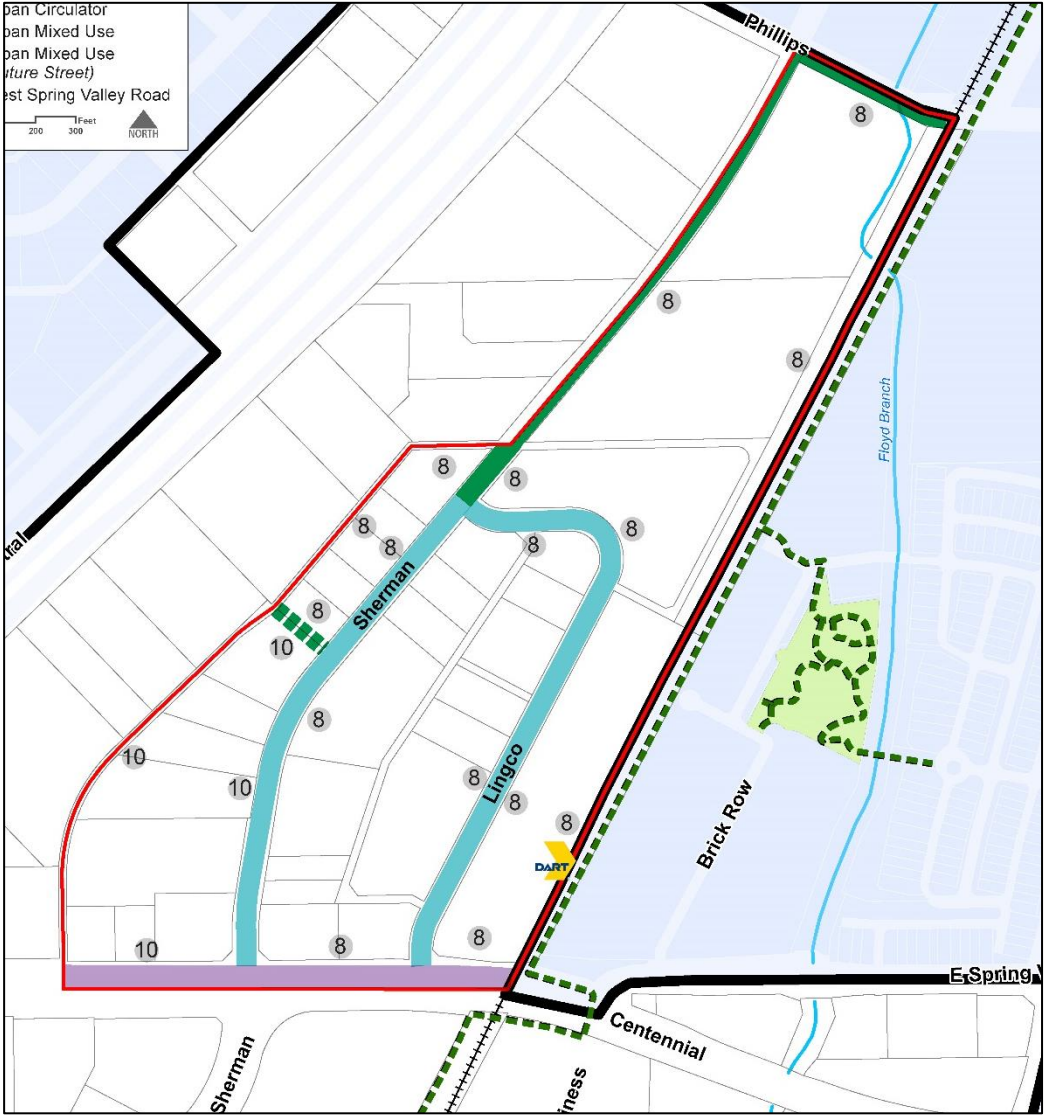
✓ Use:

- 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)



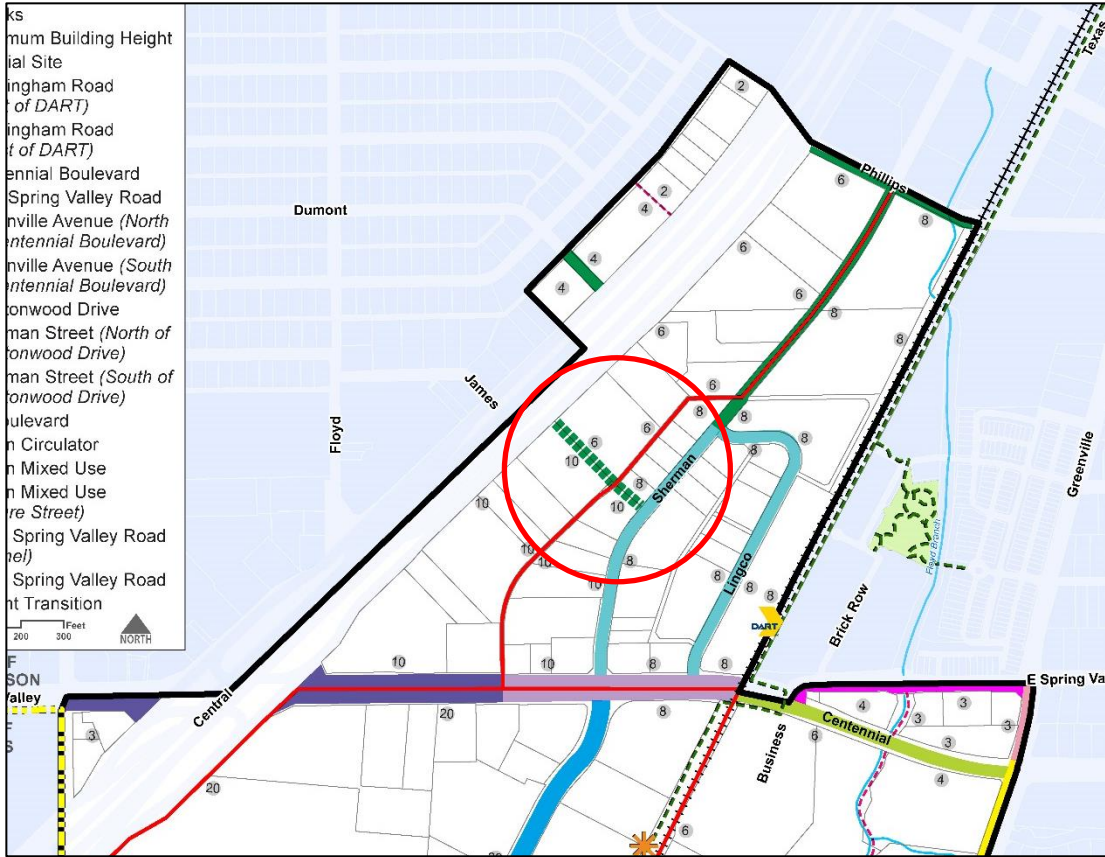
Railside Sub-district - CPC / CC Direction

- ✓ 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
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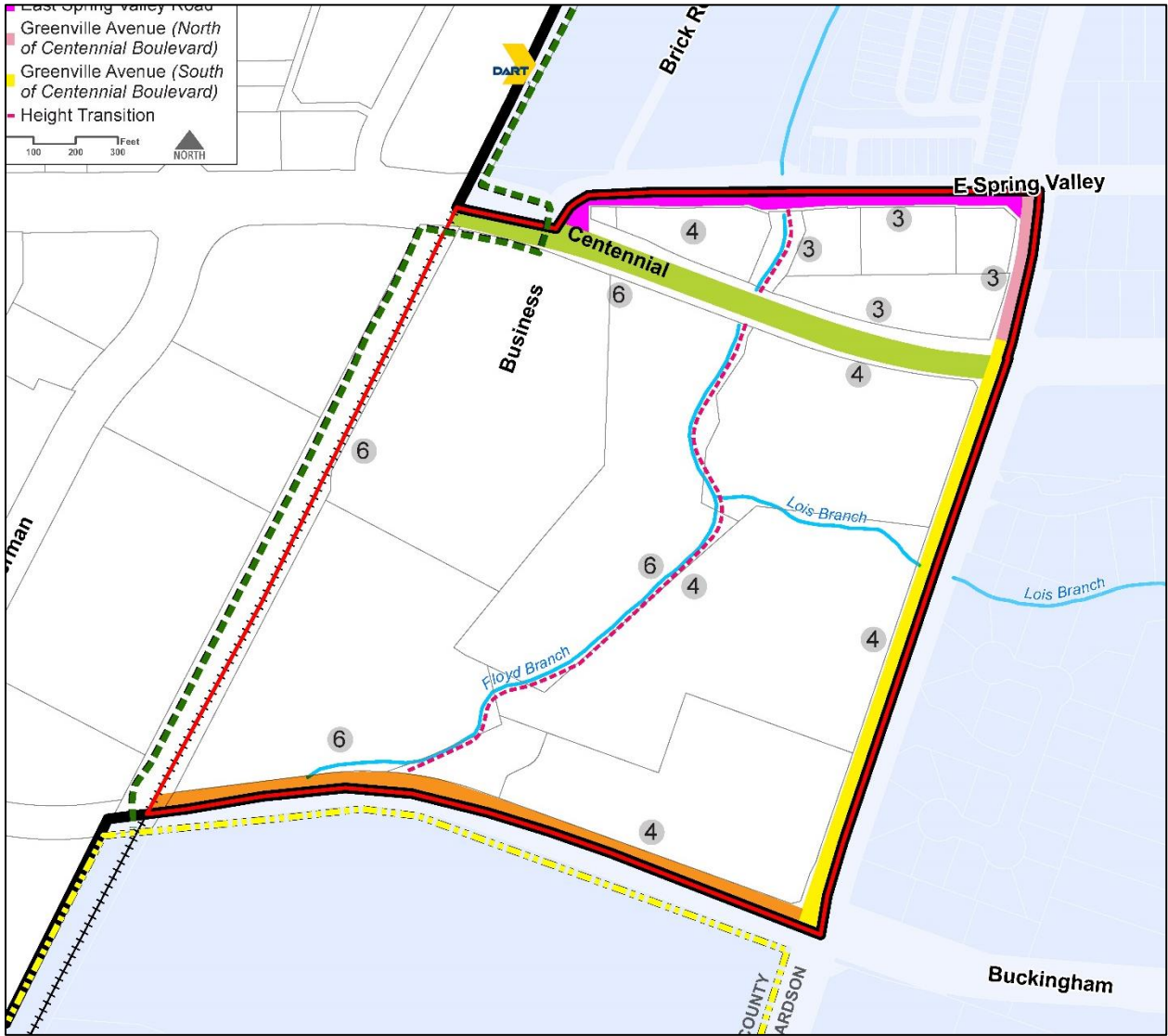
Railside Sub-district - CPC / CC Direction

- ✓ 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

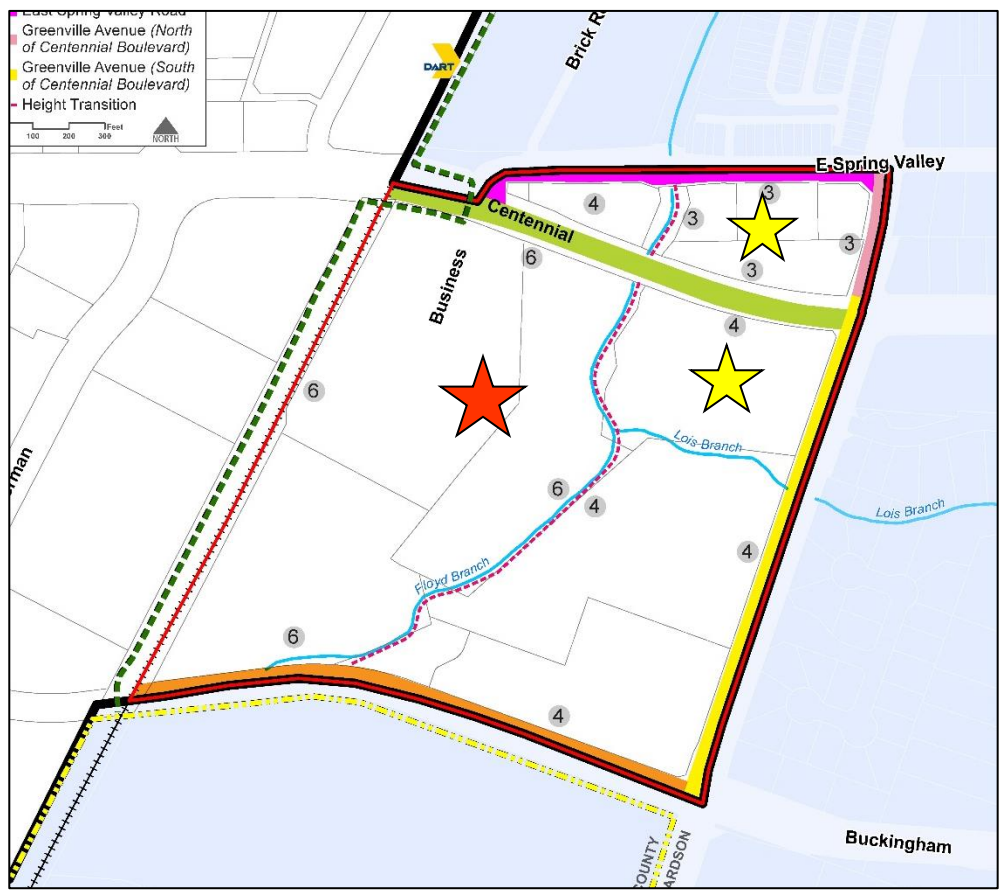
- ✓ Building height:
 - Allow 4 story building height across Greenville Avenue from existing SF residential uses
 - Allow 3 story building height across E. Spring Valley from existing SFA



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



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



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