

City Council Work Session Handouts

September 9, 2014

- I. Review and Discuss the Main Street/Central Expressway Corridor Enhancement/Redevelopment – Rezoning Initiative, including receiving direction related to key topics.

Special Called City Council / CPC Work Session

September 9, 2014



Image Source – Richardson Public Library



MAIN STREET / CENTRAL - REZONING INITIATIVE

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Richardson, Texas

Agenda

- Direction from June and July Briefings
- Discussion of “Components” & “Building Blocks”
- Form Based Code Approach
- Discussion Topics – Discuss and Provide Direction
- Next Steps

Direction from June & July Briefings

Consultant Team Understanding from Council

- The cross section of Belt Line Rd./Main St. between Texas Street and Greenville Avenue should create an environment that balances the needs of mobility and local businesses
- 4 through lanes should be maintained in this area to accommodate the existing and future transportation needs
- On-street parking, adequate sidewalks and amenity zones should be provided to support businesses and to encourage a strong pedestrian realm
- The building heights shown in the Vision Study are appropriate for each area with potential to increase heights on the east side of Central
- Building heights should transition to a lower scale adjacent to existing single family neighborhoods

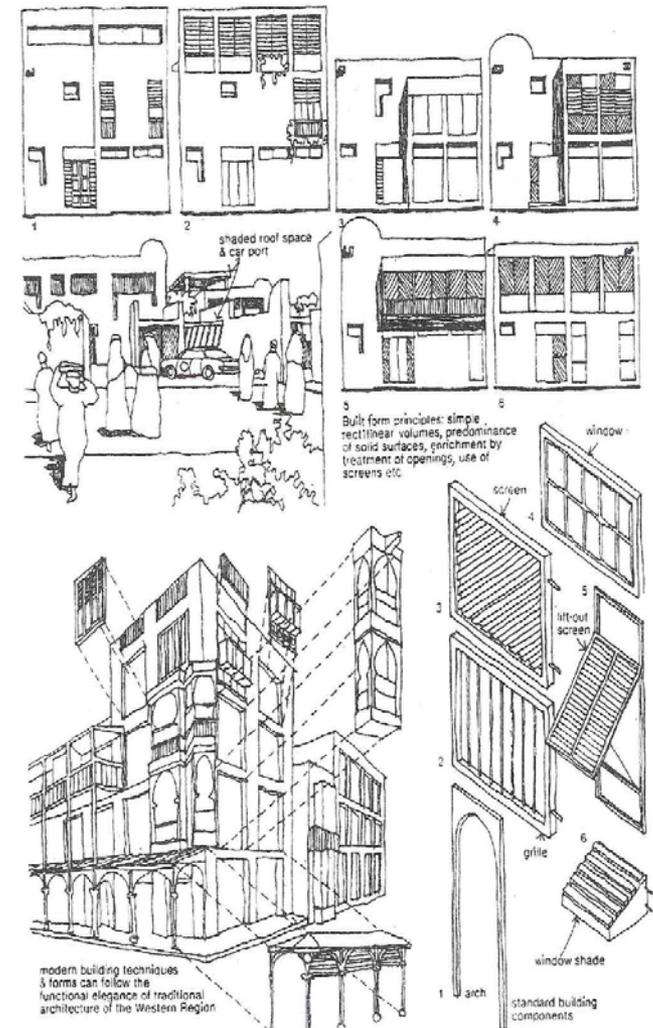
Community Input

- Project has used a variety of techniques to gain input from property and business owners, Richardson residents, other stakeholders
- General comments
 - Support for revitalization and approach reflected in the Vision
 - Interest in new investment that would enhance the appeal of these Sub-Districts
 - Concerns about treatment of non-conforming uses and particularly about auto-oriented uses
 - Comments about the value of open space and the need for parking – recognition that there might be area-wide action on these as well as investment on individual properties

“Components” & “Building Blocks”

What is a Form Based Code?

- Builds off vision of the adopted Main Street/Central Expressway Study of 2013
- Provides predictability for property owners and investors
- Focuses on a high-quality public realm
- Builds off best form of each area and enhances areas with cohesive design and a comprehensive mix of uses
- Combine uses in core area to create a social center and walkability
- Connected pedestrian, bicycle & street network
- Balance appropriate density with creating urban environment
- Strategic mix of uses promoting activated spaces and social interaction

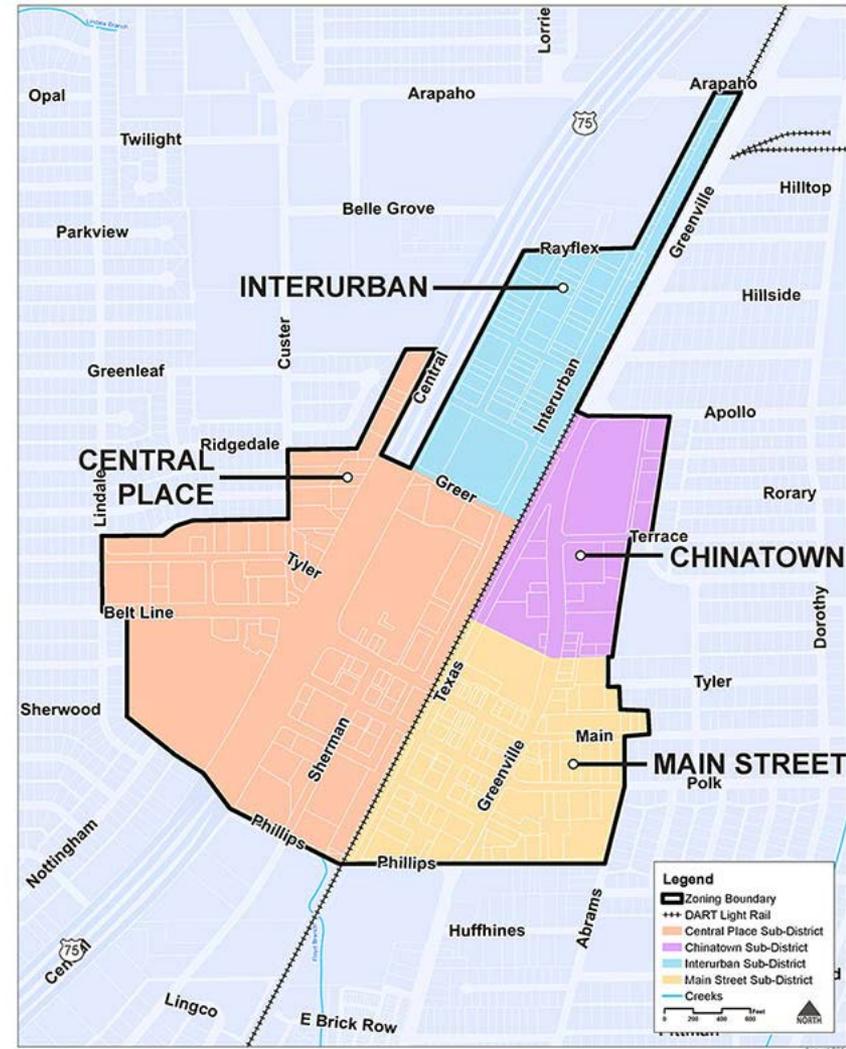


Form Based Code Coverage

Expected to cover four sub-areas in Richardson identified in the *Main Street/Central Expressway Study*:

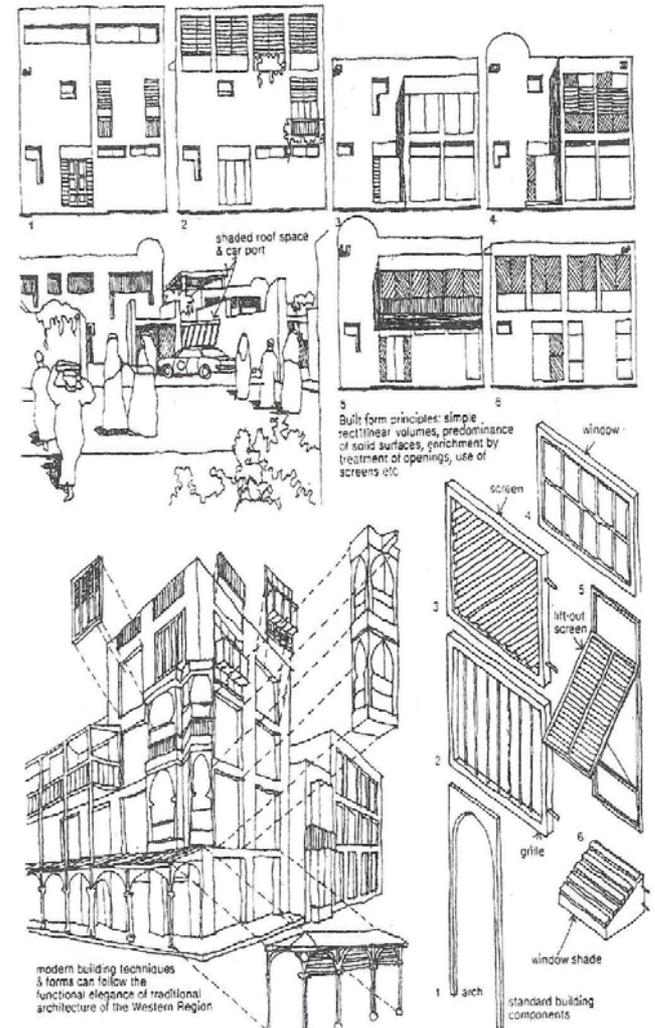
- Interurban
- Central Place
- Chinatown
- Main Street

Each sub-district will have its' own chapter within the overall code to address the individual visions and conditions within each sub-district



Expected Form Based Code Components

- Sub-Districts
 - Intent/Purpose
 - Regulating Plan
 - Open Space Plan
 - Street Typology and Streetscape Standards
 - Building and Envelope Standards
 - Architectural Standards
 - Signage Standards
- Administration and Enforcement
- Definitions



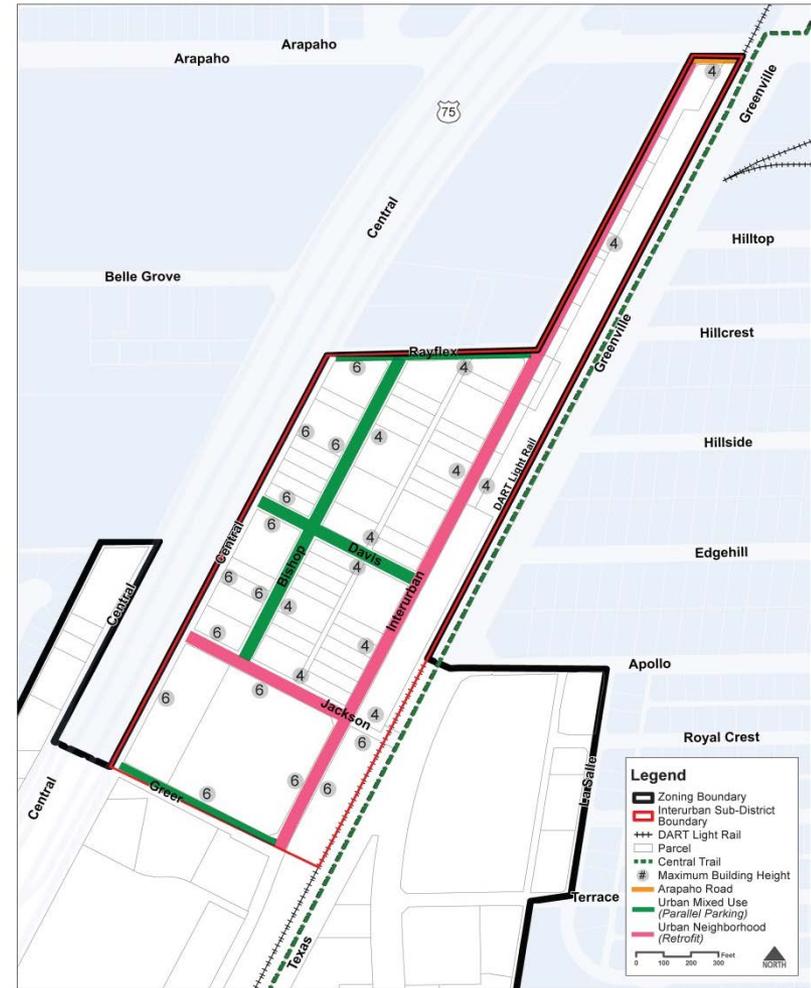
Discussion Topics

1. Building Heights
2. Development Adjacent to Existing Single Family Neighborhoods
3. Development Adjacent to US 75
4. Allowable Uses in Sub-Districts
5. Auto-Related Uses
6. Inclusion of Single Family Detached Uses
7. Non-Conforming Buildings and Uses

Form Based Code Approach

Interurban

- Intent/Purpose
 - Edgy, mixed use, adaptive reuse
- Regulating Plan
 - Multiple street types based on use
- Open Space Plan
 - Public art, public spaces
- Street Typology and Streetscape Standards
 - To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
 - Ranging from suburban commercial adjacent to US 75 frontage road to urban mixed use
 - Integrates sidewalks in context sensitive manner



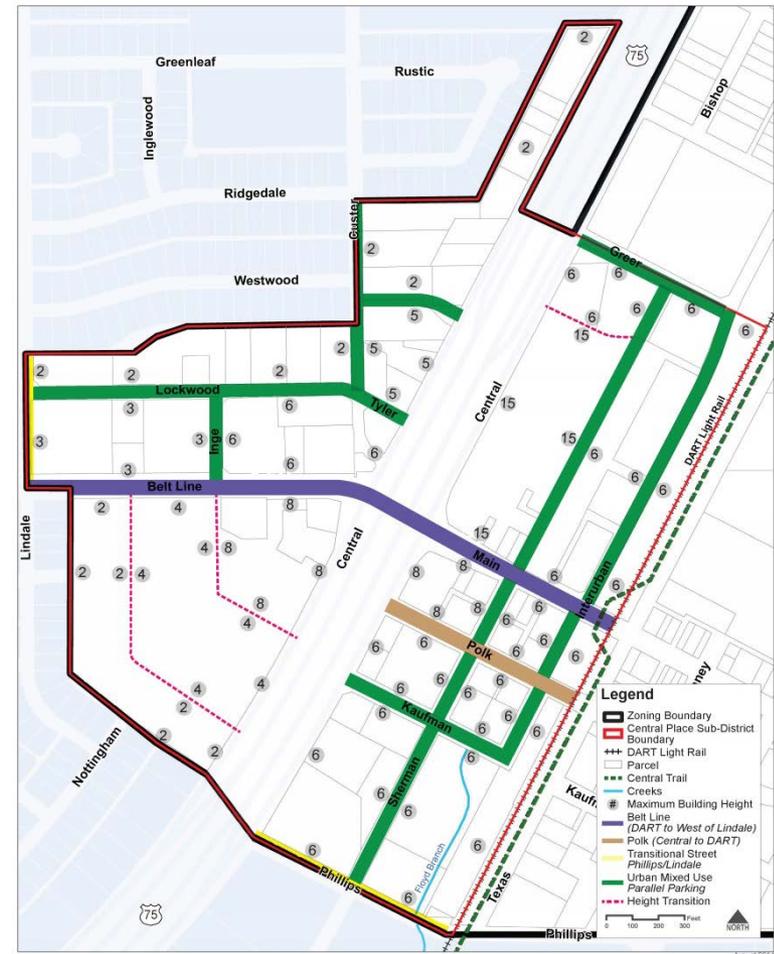
Interurban

- Architectural Standards
 - Edgy materials and techniques for walls, roofs, windows and doors, and lighting and mechanical equipment
- Signage Standards
 - Integrated with building design and district theme



Central Place

- Intent/Purpose
 - Vibrant, mixed use, regional destination
- Regulating Plan
 - Multiple street types based on use
- Open Space Plan
 - Public art, public spaces
- Street Typology and Streetscape Standards
 - To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
 - Ranging from suburban commercial adjacent to US 75 frontage road to urban mixed use



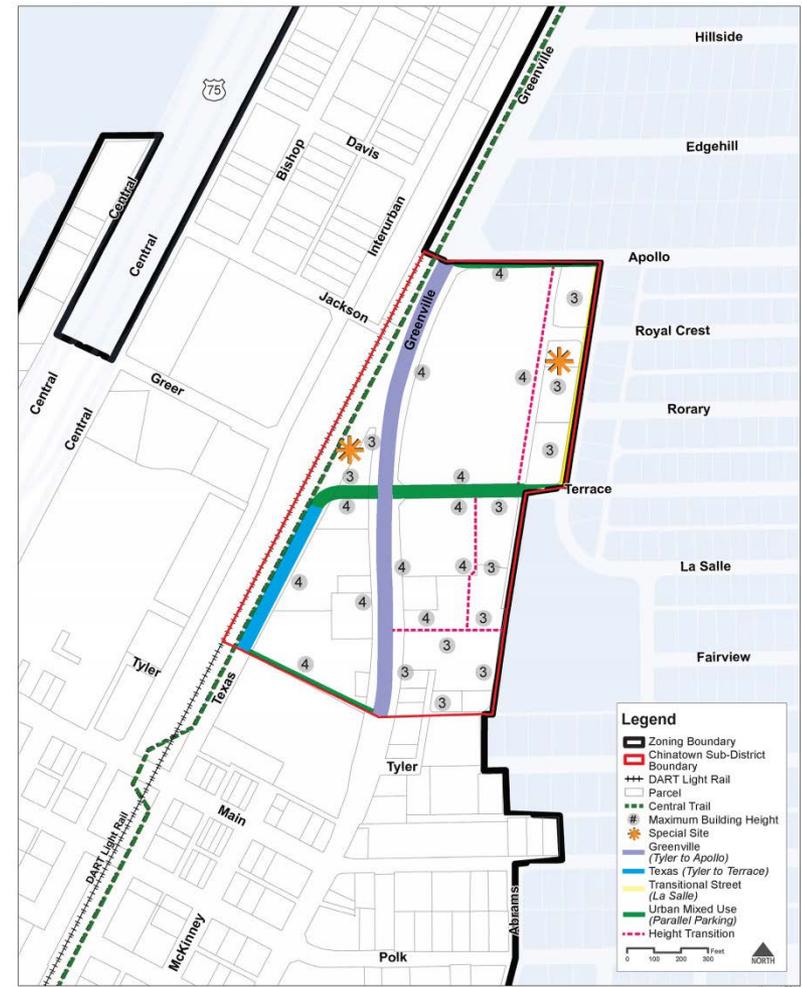
Central Place

- Architectural Standards
 - Contemporary influenced materials and techniques for walls, roofs, windows and doors, and lighting and mechanical equipment
- Signage Standards
 - Integrated with building design and district theme



Chinatown

- Intent/Purpose
 - Vibrant, mixed use center for tourism and education related to Asian cultures
- Regulating Plan
 - Multiple street types based on use
- Open Space Plan
 - Public art, public spaces
- Street Typology and Streetscape Standards
 - To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks with Asian influence
 - Ranging from suburban neighborhood to urban mixed use



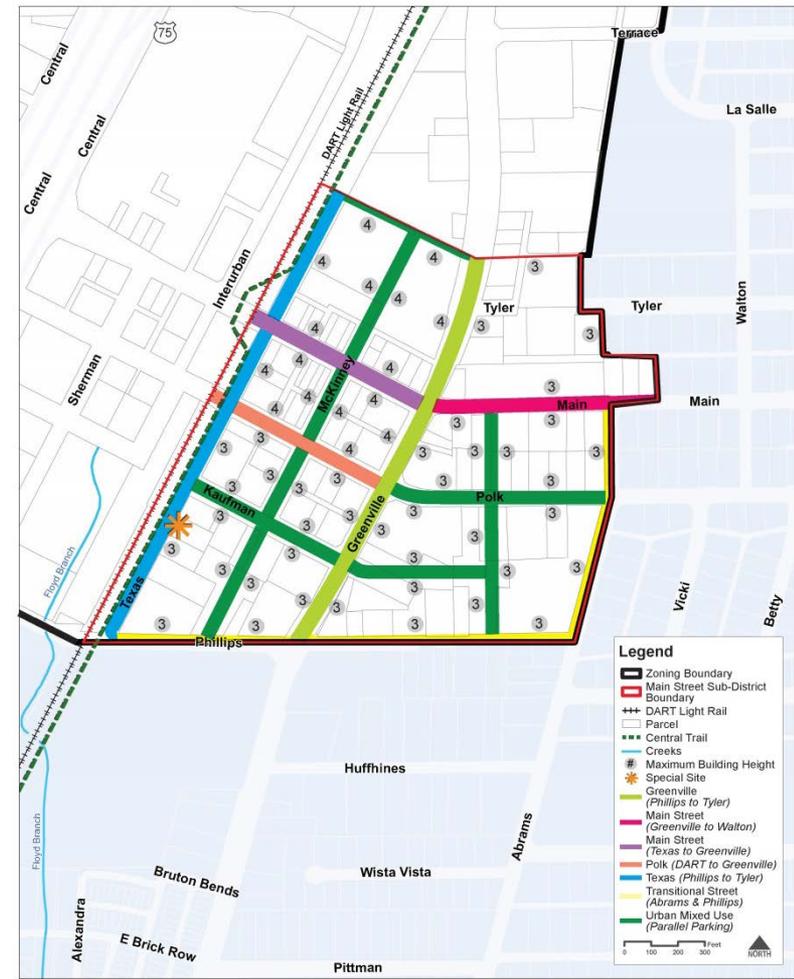
Chinatown

- Architectural Standards
 - Modern / contemporary materials and techniques for walls, roofs, windows and doors, and lighting and mechanical equipment
- Signage Standards
 - Integrated with building design and district theme



Main Street

- Intent/Purpose
 - Multi-generational eclectic “heart” of community, mix of old and new architecture, entertainment destination
- Regulating Plan
 - Multiple street types based on use
- Open Space Plan
 - Public art, public spaces
- Street Typology and Streetscape Standards
 - To regulate street cross sections including number of lanes, on-street parking, street trees, lights, furniture, and sidewalks
 - Ranging from suburban neighborhood to urban mixed use
 - Heavily pedestrian oriented
 - Bicyclists accommodated on Polk Street



Main Street

- Architectural Standards
 - Heavily pedestrian scaled
 - Traditional materials and techniques for walls, roofs, windows and doors, and lighting and mechanical equipment
 - Consistent with existing building heights and frontage relationships
- Signage Standards
 - Integrated with building design and district theme



Administration and Definitions

- Administration
 - Review and approval process based on ordinance criteria to permit streamlined review and approval
 - Potential to permit administrative review and approval for most projects (Similar to Bush / Central, Palisades and West Spring Valley)
 - Non-conformities (to be discussed in more detail)
- Definitions
 - Comprehensive list of definitions not currently in Richardson CZO

Discussion Topics

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1. Building Heights
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3. Development Adjacent to US 75
4. Allowable Uses in Sub-Districts
5. Auto-Related Uses
6. Inclusion of Single Family Detached Uses
7. Non-Conforming Buildings and Uses

Work Session Approach

- Process
 - Presentation by consultant of key information on topic
 - Identification of key questions for which we need direction
 - Facilitated discussion
 - Recap of direction we believe we've received from you
- Role of Facilitator
 - Neutral and objective – focus is on a successful discussion
 - Be sure everyone's ideas are part of the discussion
 - Ensure each participant has an equal voice
 - Monitor time
 - Assist participants in reaching agreement

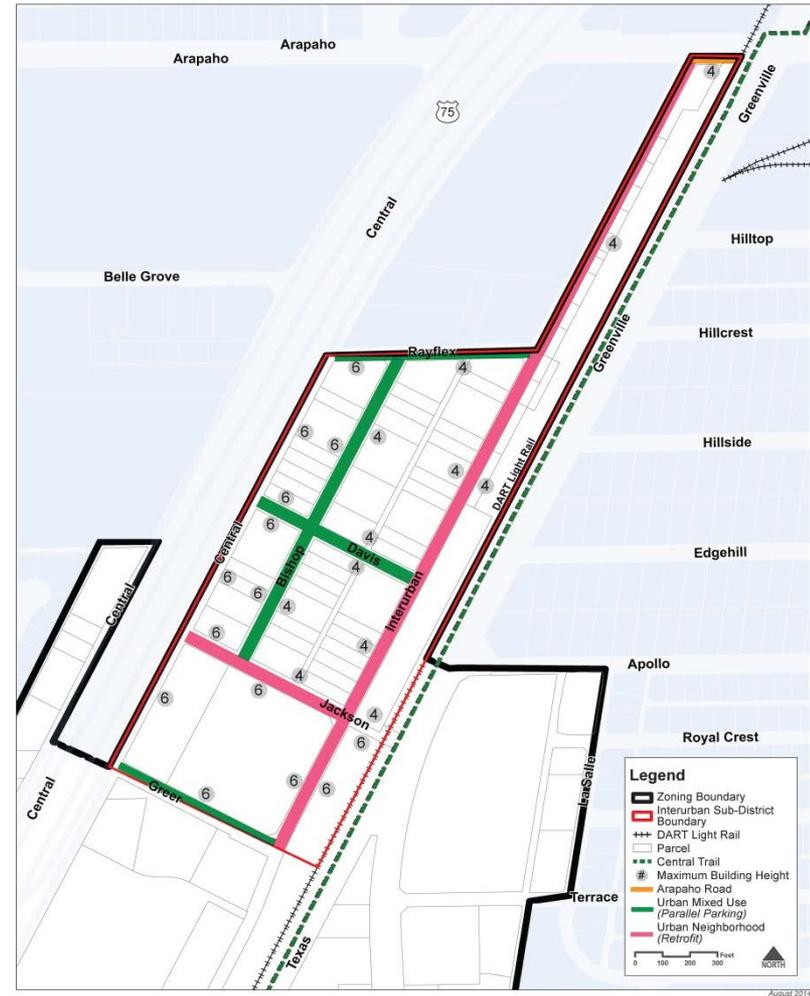
Work Session Approach

- All participate equally
- Share your own perspective, ideas and concerns
 - What is the best solution, from your vantage point?
 - What are your concerns/positions?
 - What interests are behind these positions?
- Seek to understand others' perspectives
 - Listen to one another
 - Respect other views
 - What interests are behind their concerns/positions?
- Look for shared interests and work to reach agreement
- Disagree without being disagreeable
- At a practical level
 - Speak concisely so everyone has time to be heard
 - Turn off cell phones and pagers

Building Heights And Adjacency

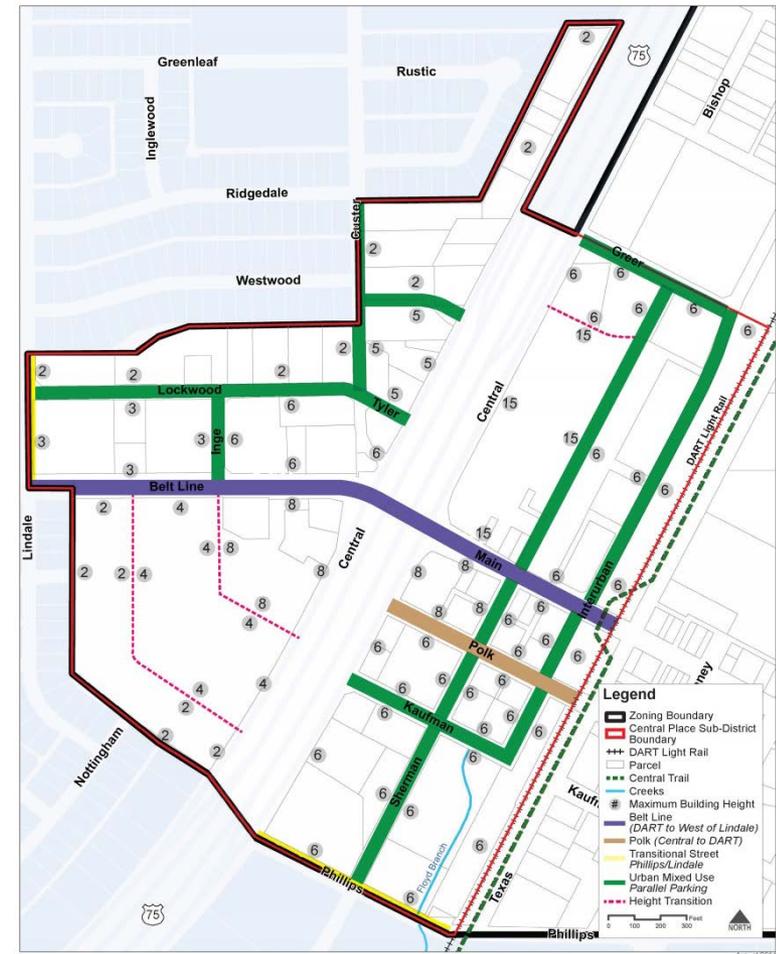
Interurban

- Building and Envelope Standards
 - Possible height range of 4-6 stories
 - Varying “Required Build To Zones” based on street frontage
 - Comprehensive mix of land uses including live/work units, artisanal manufacturing, office, multi-family, commercial, service and limited automotive
 - Incorporate maximum block length
 - Reduction in off-street parking requirements with emphasis on shared, on-street, or centralized parking



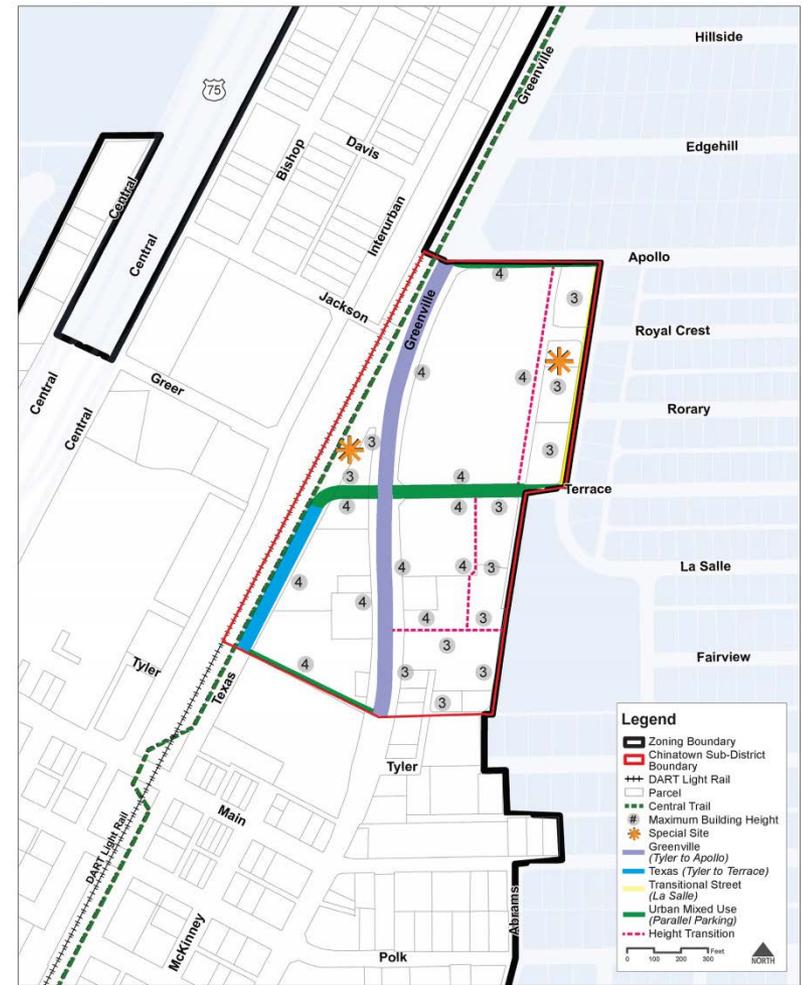
Central Place

- Building and Envelope Standards
 - Possible height range of 2-15 stories; higher buildings at core (Main and Central), lower buildings at edges adjacent to residential
 - On-site height transition on Richardson Heights Shopping Center property
 - Varying “Required Build To Zones” based on street frontage
 - Comprehensive mix of land uses including live/work, commercial, service, multi-family, retail, limited automotive and townhouse
 - Maximum block lengths for pedestrian comfort



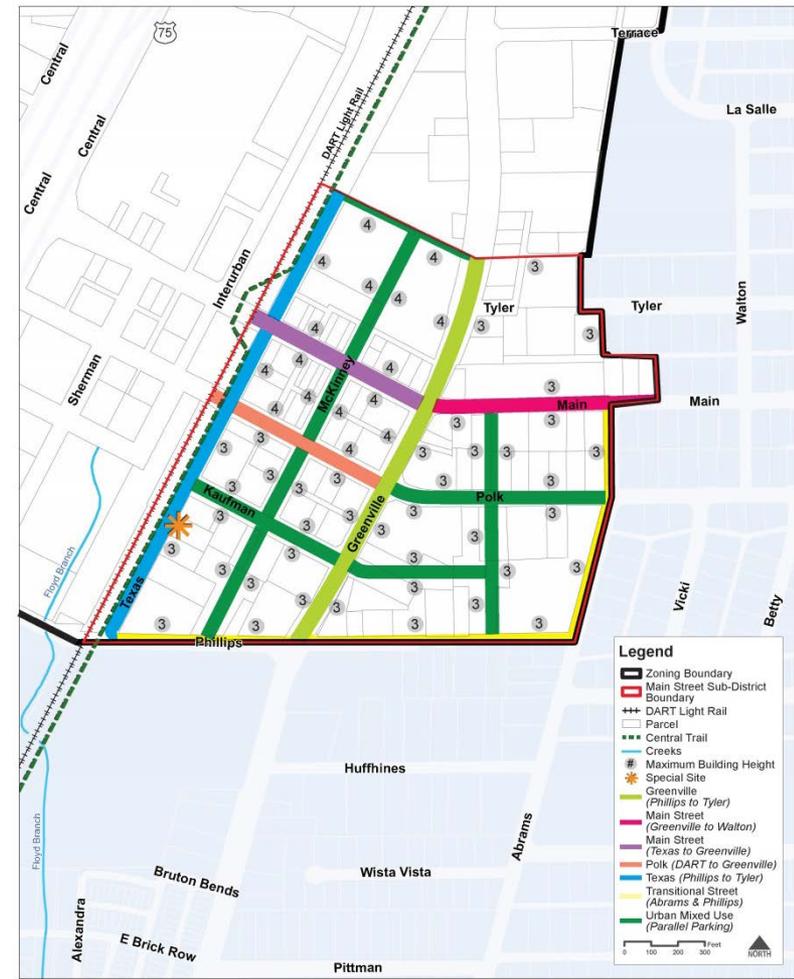
Chinatown

- Building and Envelope Standards
 - Possible height range of 3-4 stories; higher buildings at core (Greenville and Texas), lower buildings at edges adjacent to residential.
 - Pedestrian connectivity to neighborhood to east between Apollo and Terrace
 - Varying “Required Build To Zone” based on street frontage
 - Comprehensive mix of land uses including live/work, commercial, service, community center, multi-family, townhome
 - Maximum block lengths



Main Street

- Building and Envelope Standards
 - Possible height range of 3-4 stories; higher buildings at core, lower buildings at edges adjacent to residential
 - Varying “Required Build To Zone” based on street frontage
 - Comprehensive mix of land uses including live/work, service, retail, multi-family, commercial, townhome
 - Maximum block lengths oriented to pedestrian comfort
 - Emphasis on shared, on-street, or centralized parking



1. Building Heights

- ✓ What building heights are appropriate?
 - a. Is a 15-story building height appropriate to allow on the East side of Central Expressway in the Central Place Sub-District?

2. Development Adjacent to Single Family

- ✓ What provisions (particularly height limits) should apply to development adjacent to existing single family uses?
 - a. Is 2-stories (35' – 40') too tall adjacent to existing single family homes?
 - b. Should additional height be allowed for architectural elements?

3. Development Adjacent to US 75

- ✓ What provisions should apply to development along the Central Expressway frontage?
 - a. Should this development follow the same design standards used on other Central Expressway frontage in Richardson?

Allowable Uses in Sub-Districts

4. Allowable Uses in Sub-Districts

- ✓ Is it acceptable that the new code will allow a consistent set of uses throughout each Sub-District?
 - a. Some properties will gain allowable uses they do not currently have.
 - b. Should uses be limited across the street from existing residential neighborhoods (La Salle, Abrams, Lindale)?

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
- “Motor vehicle sales and service center” which allowed new and used car sales and on-site repair was eliminated and replaced with new uses related to rental and sales
- 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)

5. Auto-Related Uses

- ✓ Should auto-related uses be allowed to continue in all or some Sub-Districts?
 - a. How do these uses help promote / foster the visions for the sub-districts?
 - b. Which auto-related uses would continue by right?
 - c. Which auto-related uses would require special permits?
 - d. Which auto-related uses would become (or remain) non-conforming?

6. Inclusion of Single Family Detached Uses

- ✓ Should single family detached uses at a higher density be allowed in some Sub-Districts?
 - a. Are they appropriate and compatible with the visions of the Sub-Districts?
 - b. In which Sub-Districts?
 - c. Should they require a special permit?

Non-Conforming Buildings and Uses

Existing Approaches in Richardson

- City-wide
 - Addresses non-conforming uses only; ordinance silent to non-conforming structures
 - Allows for maintenance of property and incremental site improvements (landscaping or screening)
 - 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
 - Allows for a non-conforming use to change to another non-conforming use of the same or more restrictive classification
 - If non-conforming use discontinued for a period more than 6 months – use no longer allowed (considered abandoned)

Existing Approaches in Richardson

- West Spring Valley Corridor
 - 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
 - Non-conforming structure which is non-conforming to height and 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 refaced/repaired/demolished only
 - If non-conforming use discontinued for a period more than 6 months – use no longer allowed (considered abandoned)

7. Non-Conforming Buildings and Uses

- ✓ How should we address buildings and uses that become non-conforming as a result of these changes?
 - a. Should these be handled in the same way for all Sub-Districts?
 - I. Uses
 - II. Structures
 - III. Site elements
 - IV. Signage
 - b. Should there be provisions that allow for some improvements in non-conforming buildings or uses even if they don't bring the property completely up to code?



Next Steps

Next Steps

- Based upon CPC and City Council Feedback, the consultant team will prepare a draft form-based code for the four sub-districts
- The team will review the direction of the code with area property and business owners on September 23rd and 24th
- The team will also conduct a community open house on September 23rd to receive additional input from surrounding property owners
- Based upon input received from those groups, the team will develop a revised draft code for consideration by the CPC in October; Council in December

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Image Source – Richardson Public Library



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