

**MINUTES**  
**RICHARDSON CITY COUNCIL/CITY PLAN COMMISSION**  
**SPECIAL CALLED WORK SESSION MEETING**  
**TUESDAY, SEPTEMBER 9, 2014**

**WORK SESSION – 6:00 P.M.:**

• **Call to Order**

Mayor Maczka called the meeting to order at 6:00 p.m. with the following Council members present:

Laura Maczka	Mayor
Bob Townsend	Mayor Pro Tem
Mark Solomon	Councilmember
Scott Dunn	Councilmember
Kendal Hartley	Councilmember
Paul Voelker	Councilmember
Steve Mitchell	Councilmember

The following City Plan Commission members were also present:

Barry Hand	Chair
Gerald Bright	Vice-Chair
Janet DePuy	Commissioner
Marilyn Frederick	Commissioner
Eron Linn	Commissioner (arrived after the meeting started)
Randy Roland	Commissioner
Bill Ferrell	Commissioner (Alternate)
Stephen Springs	Commissioner (Alternate)

The following staff members were also present:

Dan Johnson	City Manager
David Morgan	Deputy City Manager
Cliff Miller	Assistant City Manager Development Services
Don Magner	Assistant City Manager Community Services
Shanna Sims-Bradish	Assistant City Manager Admin/Leisure Services
Aimee Nemer	City Secretary
Taylor Paton	Management Analyst
Michael Spicer	Director of Development Services
Tina Firgens	Planning Projects Manager

The following consultants were also present:

Mark Bowers	Kimley Horn
Karen Walz	Strategic Community Solutions
Ignacio Mejia	Jacobs

**A. VISITORS**

There were no visitors comments submitted.

**B. REVIEW AND DISCUSS THE MAIN STREET/CENTRAL EXPRESSWAY CORRIDOR ENHANCEMENT/REDEVELOPMENT – REZONING INITIATIVE, INCLUDING RECEIVING DIRECTION RELATED TO KEY TOPICS.**

City Staff and consultants reviewed the direction given from Council at the June and July briefings, components and building blocks, and the form based code approach. The following discussion topics were facilitated by Mark Bowers, Kimley-Horn and Karen Walz, Strategic Community Solutions:

**1. Building Heights**

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

**Discussion**

- Allow taller heights within the Central Place Sub-district than what is shown on the draft regulating plan, except where adjacent to single family neighborhoods; allow 20 stories within the northeast quadrant of Belt Line Rd/Main St and Central Expressway
- Taller building heights allow for flexibility and accommodate changing market conditions

**2. Development Adjacent to Existing Single Family Neighborhoods**

- a. Is 2-stories (35' – 40') too tall adjacent to existing single family homes?  
b. Should additional height be allowed for architectural elements?

**Discussion**

- Heights shown on sub-district plans acceptable where adjacent to single family residential
- Concerns expressed about Rustic Circle area; consultant asked to provide options to alleviate sound issues from Central Expressway
- Support for increased heights for architectural elements

**3. Development Adjacent to US 75**

- a. Should this development follow the same design standards used on other Central Expressway frontage in Richardson?

**Discussion**

- Development standards for properties with Central Expressway frontage should be generally consistent with the City's other development standards for properties with Central Expressway frontage; Central Expressway is a regional highway therefore it benefits from continuity in design standards throughout the entire Richardson corridor
- Desired look and feel for the Interurban Sub-district is "edgy" professional
- Code should be flexible to accommodate prospective building materials

**4. Allowable Uses in Sub-Districts**

- 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)?

**Discussion**

- Supportive of properties gaining additional allowed uses Be sensitive to existing single family residential neighborhoods and their surrounding context (LaSalle St. different than Lindale Ln.); restrict certain uses adjacent to single family neighborhoods

Mayor Maczka called for a recess at 7:55 p.m. The meeting was reconvened at 8:10 p.m.

**5. Auto-Related Uses**

- 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?

**Discussion**

- Maintain a balance of auto-oriented uses;
- Continue special permit process as generally allowed for auto-oriented uses in the Comprehensive Zoning Ordinance today, although want to see a downward trend of approving special permits in the future
- Consider additional auto-oriented uses (example: incubator businesses) that would fit in the Interurban District

**6. Inclusion of Single Family Detached Uses**

- 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?

**Discussion**

- Support for Single Family detached uses of higher densities in all sub-districts by right

**7. Non-Conforming Buildings and Uses**

- 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?

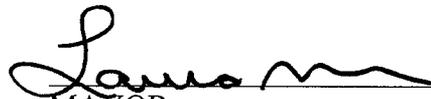
**Discussion**

- For Interurban Sub-district –supportive of adaptive re-use, and consider more flexibility with the standards to deter nonconformities where feasible;

- Consider whether nonconforming issues should be addressed sub-district by sub-district
- Allow property/building improvements as it relates to health and safety
- Like the West Spring Valley Code approach of defining nonconforming uses, structures, signage and site elements

**ADJOURNMENT**

With no further business, the meeting was adjourned at 9:22 p.m.

  
MAYOR

ATTEST:

  
CITY SECRETARY