

## **ZONING FILE 26-08**

### **Attachments:**

1. Staff Report
2. Zoning/Aerial Map
3. Proposed Concept Plan (Exhibit "B")
4. Applicant's Statement
5. Site Photos
6. Notice of Public Hearing
7. Notification List



**TO:** City Plan Commission  
**FROM:** Derica Peters, AICP, Senior Planner *DP*  
**DATE:** May 19, 2026  
**RE:** **Zoning File 26-08: Solow Garage**

### REQUEST

Consider and act on a request for a Special Development Plan and a Special Permit for a Motor Vehicle Body Shop on 0.4 acres at 409 and 411 N. Interurban Street, and a Special Development Plan and Special Permit for a Motor Vehicle Storage Lot on 0.2 acres at 407 N. Interurban Street, on the west side of Interurban Street, north of Jackson Street, south of Davis Street, and currently zoned Main Street/Central Expressway PD Planned Development (Interurban Sub-district).

### APPLICANT/PROPERTY OWNERS

Stephen Graham, Simple Development Partners/Interurban District LLC on behalf of Solow Garage

### EXISTING DEVELOPMENT

- 407 N. Interurban Street contains a parking lot and 6-foot-tall chain-link security fence.
- 409 N. Interurban Street contains a 5,000-square-foot building constructed in 1976.
- 411 N. Interurban contains a 4,944-square-foot building constructed in 1980.

### ADJACENT ROADWAYS

**N. Interurban Street:** Two-lane minor collector; no traffic data available

**Bishop Avenue:** Local street; no traffic data available

**Jackson Street:** Local street; no traffic data available

**Davis Street:** Local street; no traffic data available

### SURROUNDING LAND USE AND ZONING

**North:** Commercial/Office (currently vacant); PD Planned Development – Main Street/Central Expressway Form Based Code (Interurban Sub-district)

**South:** Office; PD Planned Development – Main Street/Central Expressway Form Based Code (Interurban Sub-district)

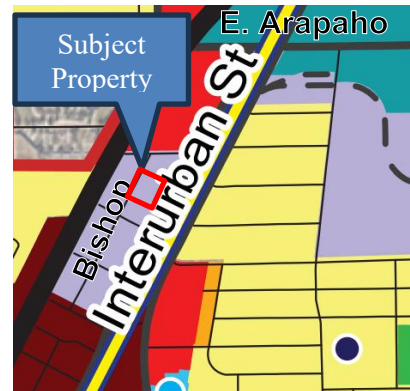
**East:** Undeveloped lot; PD Planned Development – Main Street/Central Expressway Form Based Code (Interurban Sub-district) (*across Interurban Street*)

**West:** Commercial/Office (currently vacant); PD Planned Development – Main Street/Central Expressway Form Based Code (Interurban Sub-district)

## FUTURE LAND USE PLAN

The Future Land Use Plan of the *Envision Richardson Comprehensive Plan* designates this area as part of the Innovation/Industry PlaceType, characterized by a focus on research and development activities and innovation.

Primary uses include light industrial, manufacturing and distribution, office, and research and development. Secondary uses include retail/restaurant, mixed-use buildings, hotel, multi-family, entertainment/recreation, public/institutional facilities, open space and utilities.



While automotive uses are not specifically mentioned within the PlaceTypes, it is not uncommon for automotive uses to be considered appropriate with light industrial uses given the use intensity and storage operations associated with these uses; in addition, some less intensive automotive uses may be appropriate with retail uses due to the service nature of automotive-related uses.

It is important to note that the PlaceTypes provided for in the *Envision Richardson* plan were determined/established taking into consideration the existing zoning entitlements for the various sub-districts within the overall Main Street/Central Expressway corridor. The Main Street/Central Expressway Form Based Code (adopted January 2015) includes an adopted vision for the Interurban Sub-district; this vision was based on the Main Street/Central Expressway Study (adopted 2013). The adopted vision for the Interurban Sub-district is “to create an edgy, mixed use district built upon the existing bones of the district, focusing on adaptive reuse of existing buildings and targeted infill development. While the focus of the sub-district is adaptive reuse, new infill development is also desired, provided that it is done in a manner that furthers the sub-district’s vision.” More discussion is provided in the Background section below.

## EXISTING ZONING

PD Planned Development District – Main Street/Central Expressway Form Based Code (Interurban Sub-district) (Ordinance No. 4097) and subsequently amended by Ordinances 4191 and 4366 and Special Permit (Ordinance No. 4515) for a motor vehicle body shop approved in October 2024 and limited to Clay Cooley VW as the operator and with special conditions related to landscape enhancements.

## TRAFFIC/INFRASTRUCTURE IMPACTS

The request will not have any significant impacts on the surrounding roadway system nor impact existing utilities in the area as the proposed use is the same as the existing use, a “motor vehicle body shop” and “motor vehicle storage lot” use.

## STAFF COMMENTS

### **Background:**

#### PD Planned Development District – Main Street/Central Expressway Form Based Code

During January 2015, the subject properties were rezoned as part of the Main Street/Central Expressway Form Based Code (the Code), specifically the Interurban Sub-district. The Code was adopted following the adoption of the Main Street/Central Expressway Study (adopted 2013), which established a vision for the overall Central Expressway highway corridor south of Arapaho Road to the city's downtown area. This collective area (or corridor) was further divided into 11 unique sub-districts, each based on existing physical conditions, existing opportunities and constraints, anticipated future real estate/market factors, and community desires. As of today, eight (8) of the 11 sub-districts are included in the Code (including the Interurban Sub-district), each with their own land use regulations and development standards.

#### Interurban Sub-district

*“The vision for the Interurban Sub-district is to create an edgy, mixed-use district built upon the existing bones of the district, focusing on adaptive reuse of existing buildings and targeted infill development. While the focus of the sub-district is adaptive reuse, new infill development is also desired, provided that it is done in a manner that furthers the sub-district’s vision. Exterior building materials should promote design creativity and unify the eclectic style envisioned for the Interurban Sub-district yet be professional in appearance and constructed of quality materials to minimize maintenance. Streetscape improvements may vary from minimal to more enhanced improvements (where feasible) and accommodate on-street parking to support the sub-district.”*

When the zoning was adopted, the Code contemplated where to allow various motor vehicle-related uses, either by right or by Special Permit. The sub-districts that permit some motor vehicle uses are located along the Central Expressway corridor (Interurban, Gateway Commercial, and Central Place), whereas internal sub-districts (Centennial Green, Chinatown, Creative Corporate, Railside) no longer allow most motor vehicle uses by right or by Special Permit. Given the vision for the Interurban Sub-district – edgy and eclectic with a focus on adaptive reuse – some motor vehicle-related uses were deemed to be appropriate, hence thus codified in the zoning.

The list on the following page identifies motor vehicle-related uses allowed *by right* and those allowed by *Special Permit*, within the Interurban Sub-district. The Code deems uses allowed by right are appropriate in the sub-district based on the vision described above. For those uses allowed with a Special Permit, the Code recognizes that the uses may be appropriate in the sub-district but those uses may not be appropriate for all properties within the sub-district, hence the Special Permit requirement. Also, by allowing uses with a Special Permit, the zoning is recognizing that an area may also evolve over time where certain uses once considered appropriate may not necessarily be the most appropriate use, particularly if the area is experiencing significant change consistent with the adopted vision. Thus, hence why Special Permits are evaluated on a case-by-case basis. In this case, the Code recognizes a Special Permit may be considered if the proposed motor vehicle use is appropriate at the proposed location, given the compatibility with the surrounding area and appropriate circumstances, but also taking into consideration progress made towards the adopted vision.

Motor Vehicle Uses Allowed By Right:

1. Motor Vehicle Sales/Leasing (New)
2. Motor Vehicle Rental (10 Or Less Vehicles)
3. Motor Vehicle Parts and Accessory Sales

Motor Vehicle Uses Allowed With Special Permit:

1. Motor Vehicle Body Shop
2. Motor Vehicle Rental (More Than 10 Vehicles)
3. Motor Vehicle Repair Shop (Major)
4. Motor Vehicle Repair Shop (Minor)
5. Motor Vehicle Sales/Leasing (Used)
6. Motor Vehicle Service Station (No Repair)
7. Motor Vehicle Storage Lot

Sub-district Background – Existing Conditions:

The sub-district has been developed with single-story commercial buildings, primarily constructed in the 1970s and 1980s. Today, the sub-district is occupied by various office, retail, commercial, and light industrial uses of differing intensities. Motor vehicle-related uses comprise a significant share of businesses in the sub-district, and since many opened prior to the adoption of the Code in 2015, these businesses are typically considered nonconforming uses. Other businesses in the sub-district include offices, wholesale retailers and distributors, showrooms, suppliers, contractor operations, and a coffee roastery.

The following Special Permits and Special Development Plans have been approved in the sub-district since its adoption in 2016:

1. 2022 - Special Development Plan approved to accommodate the expansion of existing motor vehicle sales (new) for Clay Cooley VW on 7.1 acres at 300 N. Central Expressway (Ordinance No. 4432)
2. 2023 - Special Development Plan approved to accommodate the redevelopment of a site for warehouse storage on 0.81 acres at 512 N Central Expressway (Ordinance No. 4489)
3. 2024 - Special Permits approved for Clay Cooley VW (Ordinance No. 4515):
  - Motor Vehicle Storage Lot (0.4 acres at 416-418 Bishop Ave)
  - Motor Vehicle Repair (Minor) (5,709 square-foot shop at 400 Bishop Ave)
  - Motor Vehicle Body Shop (2,868 square-foot collision repair at 409 N. Interurban Street)

Site Background:

Classic BMW dealership opened in Richardson in 1971, and associated operations spanned multiple buildings and properties on Interurban Street and Bishop Avenue. The earliest records found show Classic BMW received a Certificate of Occupancy (C.O.) in 1986 at 409 N. Interurban Street for “auto body parts storage”; however, the building began also being used for a motor vehicle body shop. In 2012, Classic BMW contracted Solow Garage to open a repair shop in this building to perform these body shop and collision services on behalf of Classic BMW.

In 2024, Clay Cooley VW received approval for a motor vehicle body shop at 409 N. Interurban Street and allowed Solow Garage to continue operating as a sub-tenant for Solow Garage's own BMW clients. Clay Cooley VW only made minor building improvements (repainted buildings) but did not implement the proposed landscape changes associated with the approved Special Permits. In 2025, Clay Cooley VW chose not to locate their collision center at this location and put the property back on the market. The applicant intends to continue to allow a motor vehicle body shop to operate out of this location as previously approved for in the Special Permit; however, since the Special Permit was limited to Clay Cooley, a new Special Permit must be approved. If approved, the Special Permit would be granted specifically to Solow Garage since they are the operator of the business.

Additionally, the Building Official has noted that businesses with subtenants are often unaware that each new tenant requires a separate C.O. As a result, businesses may operate as an unapproved, nonconforming use, or illegal use, for several years without the City's knowledge. Although the proposed uses—motor vehicle body shop and motor vehicle storage lot—may have historically operated on the subject properties in the same manner, they do not have a valid C.O. and are considered nonconforming; therefore, a Special Permit is required for the uses to continue. The subject property was zoned I-M(1) Industrial before being rezoned in 2015. The uses (motor vehicle body shop and motor vehicle storage lot) were allowed by right in the Industrial zoning district until 2008, when the Comprehensive Zoning Ordinance was amended to require approval of a Special Permit for these proposed uses in that zoning district.

Applicant's Vision:

The applicant recently acquired three (3) other sites in the sub-district. He provided the following applicant statement as it relates to his vision for the area:

*“Our intent is to acquire and reposition these properties in a coordinated manner to transition the corridor from its current automobile-oriented character into a defined Design District. The proposed district will focus on home design, building materials, and the contractors and supplier businesses that support the construction and renovation industry. This represents a deliberate shift from vehicle-dominated uses toward a cohesive, trade-focused employment district that encourages reinvestment, façade enhancements, improved site design, and higher-quality building standards. By clustering complementary businesses—such as landscape suppliers, specialty contractors, tile and stone vendors, appliance distributors, and related design professionals—we aim to create a destination environment that strengthens the local tax base while elevating the visual character and identity of the corridor. The overarching objective is long-term stabilization, aesthetic improvement, and economic repositioning of the area in alignment with broader community development goals. To implement this transition responsibly and sustainably, certain properties may continue to accommodate automobile-related tenants in the near term. These interim leases will provide stable cash flow while allowing for phased redevelopment and gradual repositioning toward the intended Design District identity.”*

**Request:**

The applicant is making the following request on behalf of the business owner, Solow Garage. The applicant’s request includes the following elements:

1. Approval of Special Permits:
  - a. Motor Vehicle Body Shop at 409 and 411 N. Interurban Street; and
  - b. Motor Vehicle Storage Lot at 407 N. Interurban Street.
2. Approval of a Special Development Plan for the properties.

**1. Special Permits:**

- a. Motor Vehicle Body Shop is defined in the Comprehensive Zoning Ordinance (CZO) as *“a business engaged in the repair or straightening of a motor vehicle body or frame, the painting of motor vehicles or the upholstery of motor vehicle interiors.”*

The subject property at 409 N. Interurban Street contains a 5,000-square-foot building constructed in 1976 and 411 N. Interurban contains a 4,944-square-foot building constructed in 1980. The buildings are separated by a demising wall that has been modified to allow staff to pass between them. Together, the buildings comprise 9,944 square feet of area and supports approximately fifteen (15) vehicle bays.

The buildings are designed to accommodate vehicle-related repair services, and the services are conducted on the interior of the buildings. Each building has two (2) overhead bay doors on the rear wall, for a total of four (4) overhead doors; however, only two (2) doors are operational. Drainage and grate inlets are incorporated into the floors to facilitate drainage into sand filtration devices. Because the business does not offer standard vehicle maintenance or repair services, the need for on-site storage of oil and fluids is minimal.

Solow Garage has operated as a motor vehicle body shop at this location since 2012, when Classic BMW first contracted the business to perform services for their dealership. In 2024, Clay Cooley VW purchased the properties and allowed the business to continue operating and servicing clients from this location. Solow Garage has continued to operate as an authorized BMW collision repair center and provides services ranging from repairing minor dents and scratches, body and chassis work, painting, powder-coating, and customized vehicle restorations. Vehicles are cleaned before customer pick-up. All activities take place inside the building, and no work occurs outdoors.

- b. A Motor Vehicle Storage Lot is defined in the Comprehensive Zoning Ordinance (CZO) as *“an approved parking surface used solely for the storage of motor vehicles in transit to a motor vehicle sales and service center or motor vehicle repair shop to support the motor vehicle body shop.”*

The property at 407 N Interurban Street has historically been used as a motor vehicle storage lot supporting the adjacent motor vehicle-related businesses. The 9,000-square-foot lot provides twenty (20) parking spaces, as well as a 6-foot-tall chain-link security fence

enclosing the lot on all sides, with the front entry gate being setback 45 feet from the front property line. The fencing and gate facing Interurban Street has also been improved with a black vinyl netting to provide for improved screening of the lot from the street. This property will be used by Solow Garage as a parking lot for vehicles awaiting repair or completed vehicles waiting for customer pickup. Because this property is on a separately platted lot from the adjacent motor vehicle body shop at 409 N. Interurban Street and its only use is vehicle storage, vehicle storage is considered the primary use of the property, thus a Special Permit required for this use.

Additionally, within the Interurban Sub-District, existing buildings are not required to provide on-site parking. The proposed Concept Plan (Exhibit "B") reflects seven (7) parking spaces along the eastern side of the buildings, and an additional five (5) spaces adjacent to the fenced motor vehicle storage lot, providing a total of 12 parking spaces for the business.

## **2. Special Development Plan:**

Because the plans associated with the Special Permit involve modifications to elements of the property's exterior, coupled with the fact that some of the existing site elements are nonconforming to many of the Code's requirements applicable to the Interurban Sub-district, a Special Development Plan is needed to bring the site improvements into compliance. The applicant intends to maintain the majority of the existing site elements, with minimal exterior and interior site modifications. In addition, an in effort to stay consistent with the previously approved plans, site modifications are limited to, and generally align with, what was previously approved for Clay Cooley VW in 2024.

The applicant notes the following reasoning and justification for their request in their application: *"These requests reflect the practical realities of repurposing existing improvements while advancing a phased reinvestment strategy for the corridor. Improvements are focused on meaningful upgrades to the buildings, site, and landscaping that address aging conditions and enhance overall quality, while being mindful of the intent of the form-based code and maintaining the functionality of the existing site."*

Site modifications are listed below and depicted on the proposed Concept Plan (Exhibit "B"):

1. Removal of the existing landscape buffer between 409 and 4011 N. Interurban Street to allow cross-lot access within the parking lot.
2. Installation of a new landscape island at the southern end of the parking row at 409 N. Interurban Street.
3. Installation of a new landscape island at the northern end of the parking row at 4011 N. Interurban Street.
4. Planting two (2) canopy trees in the frontage along 407 N. Interurban Street.
5. Planting one new ornamental tree and a continuous hedgerow of evergreen shrubs (to be a minimum of 36 inches in height at the time of planting, which shall reach a minimum height of 42 inches within two (2) years of planting) along the frontage at 407 and 411 N. Interurban Street.

As proposed, the development complies with the Interurban Sub-district development standards of the Code, except for the following site elements, which are existing and non-conforming:

1. Driveway Spacing

*Requirement:* The Code limits the number of driveways to no more than one (1) driveway per 200 feet of street frontage for the purpose of improving vehicular safety and the safety of pedestrians through the pedestrian realm.

*Condition/Request:* Each lot is only 50-feet-wide with its own existing driveway, which is separated from other driveways by only 24 feet.

*Applicant justification:* maintaining multiple access points (driveways) preserves reasonable functional and operational independence for separately platted parcels.

2. Building Frontage

*Requirement:* The Code requires buildings to be located within the build-to-zone (BTZ) – the area measured along the frontage, starting at the front property line to a parallel building line set at the specified dimension and in which a minimum percentage of the principal building frontage shall be located. The required BTZ on N. Interurban Street is 0 to 40 feet and required building frontage buildout within the BTZ is a minimum of 70% based on the width of the lot.

*Condition/Request:* The existing buildings are set back approximately 46 feet from the front property line; therefore, 0% of the building’s frontage lies within the BTZ. This is an existing condition, and the applicant does not plan on expanding the buildings.

*Applicant justification:* The project still advances the intent of the corridor standards through façade upgrades, landscaping improvements, site cleanup, and reduced visual impacts for parking and operations.

3. Surface Parking Screening:

*Requirement:* When off-street surface parking is located in front of the building and visible from the sidewalk, then a minimum five-foot-wide landscape area planted with a solid evergreen shrubbery hedge, or a brick or split-faced block wall a maximum of forty-two inches in height, shall be installed between the sidewalk and the parking lot.

*Condition/Request:* The motor vehicle storage lot at 407 N Interurban Street has an existing 10-foot-wide landscape buffer. Along 409 and 411 N. Interurban Street is a 3-foot-wide landscape buffer that the applicant proposes to retain but enhance with new planting materials. Although street trees are not required, the applicant will plant two (2) canopy trees and two (2) ornamental trees, and a continuous hedgerow of evergreen shrubs to be a minimum of 36 inches in height at the time of planting, which shall reach a minimum height 42 inches within two (2) years of planting, in the available landscape areas and as depicted on the Concept Plan (Exhibit “B”). The Code notes that while sidewalks in this section of Interurban Street are not required if site constraints exist, sidewalks are encouraged to be provided along the frontage at a minimum width of five (5) feet. The

frontage is constructed with a 4-to-4.5-foot-wide sidewalk. The applicant does not plan on modifying the streetscape.

*Applicant justification:* See applicant justification #2 above.

4. Landscape Islands:

*Requirement:* Each row of parking shall be configured so that there is a minimum ten-foot-wide landscape island with each run of eight parking spaces.

*Condition/Request:* The applicant intends to add a 3.5-foot-wide landscape island at the southern end of the parking row in front of the building at 409 N. Interurban Street; however, the north end will remain as-is with a 3.6-foot-wide landscape buffer that separates this property from the property to the north. An existing 3.6-foot-wide landscape buffer separating the parking lots of the buildings at 407 and 409 N. Interurban Street will be removed to provide cross-lot access in the front.

5. Blank Facades:

*Requirement:* The building shall have no blank facades in lengths greater than 20 feet.

*Condition/Request:* Building has some front facing glazing (windows) and no design elements.

*Applicant justification:* The project is an adaptive reuse of existing buildings. Improvements to be made include upgrades to interior of the building, upgraded lights, and general maintenance of buildings.

6. Building articulation:

*Requirement:* Buildings shall demonstrate both horizontal and vertical articulation.

*Condition/Request:* Building has no horizontal or vertical articulation.

*Applicant justification:* See applicant justification #5 above.

## PUBLIC RESPONSE

**Correspondence:** To date, staff have not received any correspondence regarding this request.

## CITY PLAN COMMISSION RECOMMENDATION

**Motion:** The Commission will be making a recommendation to the City Council regarding this request. The Commission may recommend approval the request, add or amend conditions, or recommend denial of the request.

Should the CPC recommend approval of the applicant's request, the motion should include the following special conditions:

1. The Property shall be developed and used in substantial conformance with the Concept Plan attached hereto as Exhibit "B". The Concept Plan is referred to as a "Special Development Plan" as allowed in the Main Street/Central Expressway PD Planned Development. The site improvements shown on the Concept Plan shall be installed/completed within 90 days of the approval of the Special Permits.
2. A Special Permit shall be granted for a Motor Vehicle Body Shop, located at 409 and 411 N. Interurban Street, which shall be limited to the area shown on the Concept Plan, marked as Exhibit "B" and made a part thereof, subject to the following conditions:
  - a. No other person, company, business, or legal entity may operate a Motor Vehicle Body Shop on the property other than Solow Garage. The Special Permit automatically terminates upon the change in ownership or operator, in accordance with Article XXII-A, Section 7 of the Comprehensive Zoning Ordinance, as amended.
  - b. A Building Permit shall be obtained from the city in accordance with Article XXII-A, Section 7.(b.) of the Comprehensive Zoning Ordinance, as amended.
3. A Special Permit shall be granted for Motor Vehicle Storage Lot, located at 407 N. Interurban Street, which shall be limited to the area shown on the Concept Plan, marked as Exhibit "B" and made a part thereof, subject to the following conditions:
  - a. No other person, company, business, or legal entity may operate a Motor Vehicle Storage Lot on the property other than Solow Garage. The Special Permit automatically terminates upon the change in ownership or operator, in accordance with Article XXII-A, Section 7 of the Comprehensive Zoning Ordinance, as amended.
  - b. The Motor Vehicle Storage Lot shall solely be used in conjunction with the Special Permit granted for use and business specified Condition #2.a. above.
4. A Certificate of Occupancy(s) shall be obtained by Solow Garage for the Property shown on the Concept Plan, attached hereto as Exhibit "B," within 30 days of approval of the Special Permits.

**ZF 26-08**

**SUBJECT PROPERTIES**

**PD**

**R-850-F**



**ZF 26-08 Aerial and Zoning Map**

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.





April 6, 2026

Development Services Department  
City of Richardson  
2360 Campbell Creek Boulevard  
Richardson, Texas 75082

## **Applicant Statement for First Call Automotive Appearance**

Simple Development Partners is under contract to acquire the former Clay Cooley Volkswagen Collision Center portfolio located within the City of Richardson, generally bounded by Davis Street, Bishop Avenue, Jackson Street, and Interurban Street, described as Lots 15-17, Block A, North Richardson Addition.

### **Vision and Intent**

Our intent is to acquire and reposition these properties in a coordinated manner to transition the corridor from its current automobile-oriented character into a defined Design District. The proposed district will focus on home design, building materials, and the contractors and supplier businesses that support the construction and renovation industry.

This represents a deliberate shift from vehicle-dominated uses toward a cohesive, trade-focused employment district that encourages reinvestment, façade enhancements, improved site design, and higher-quality building standards. By clustering complementary businesses—such as landscape suppliers, specialty contractors, tile and stone vendors, appliance distributors, and related design professionals—we aim to create a destination environment that strengthens the local tax base while elevating the visual character and identity of the corridor.

The overarching objective is long-term stabilization, aesthetic improvement, and economic repositioning of the area in alignment with broader community development goals.

To implement this transition responsibly and sustainably, certain properties may continue to accommodate automobile-related tenants in the near term. These interim leases will provide stable cash flow while allowing for phased redevelopment and gradual repositioning toward the intended Design District identity.

### **Special Use Permit and Special Development Plan Request**

Operations within these buildings have been used by Clay Cooley for vehicle repair and storage for the previous two years. Planned Development Ordinance 4191 requires approval of a Special Permit to obtain a Certificate of Occupancy for a Motor Vehicle Repair Shop (Minor) along with a Special Development Plan for the improvements. Accordingly, we are requesting a Special Permits for Solow Garage Collision. Solow Garage Collision operation has changed names but has operated as a collision center associated with the

previous Classic BMW Dealership fourteen years earlier (2012). The subject buildings have historically been utilized for vehicle repair and storage, including operations under Classic BMW and more recently Clay Cooley. Planned Development Ordinance 4191 requires approval of a Special Permit to obtain a Certificate of Occupancy for a Motor Vehicle Repair Shop (Minor).

Accordingly, we are requesting approval of a Special Permit and the improvements shown on the Special Development Plan for continued operation under Solow Garage Collision (formerly Classic BMW and Clay Cooley), which has operated continuously at this location as a collision repair facility since 2012. Solow Garage continues to operate as an authorized BMW collision repair center, maintaining manufacturer standards and providing high-quality service consistent with the site's long-standing use.

The adjacent lot at 407 Interurban (Lot 17) is an existing parking lot with a perimeter fence and screening located directly to south of the Solow garage buildings (Lots 15 & 16). This property will be used as a parking lot for vehicles preparing to be repaired or for completed vehicles waiting for pickup from customers.

### **407, 409 and 411 Interurban – Lots 15, 16 and 17**

(Northwest of Interurban and Jackson Street)

The development includes two existing vehicle service shop buildings totaling 10,000 square feet.

- Northern building (5,000 SF): Storage of supplies and workspace for collision repair
- Southern building (5,000 SF): workspace for collision repair, office and reception
- 407 Interurban – existing screened parking lot to remain as a parking storage lot

Proposed improvements include:

- New address numbers
- Repair of roofs
- New landscaping
- Removal of old oversized landscaping
- New Accessible Parking

The company has operated as a collision repair business since Classic BMW occupied space and has never moved or relocated.

### **Variance Requests – PD 4191**

Due to site constraints and the adaptive reuse of existing buildings, several current PD 4191 standards cannot be fully met. As part of the Special Permit and Special Development Plan process, we respectfully request variances for the following items:

#### **Existing Conditions**

1. Build-to zone/building placement
2. Street cross sections with five-foot sidewalk requirements
3. Limitation of one driveway per 200 feet of street frontage
4. Off-street parking placement between buildings and street frontage
5. Five-foot landscape buffer requirements between sidewalk and parking
6. Building horizontal and vertical articulation requirements
7. Blank façade limitations for walls exceeding 20 feet
8. Existing non-pedestrian curb ramps

These requests reflect the practical realities of repurposing existing improvements while advancing a phased reinvestment strategy for the corridor. Improvements are focused on meaningful upgrades to the buildings, site, and landscaping that address aging conditions and enhance overall quality, while being mindful of the intent of the form-based code and maintaining the functionality of the existing site.

Thank you for your consideration in the matter should you have any questions or require information, please call, [REDACTED], or e-mail, [REDACTED]

Sincerely,

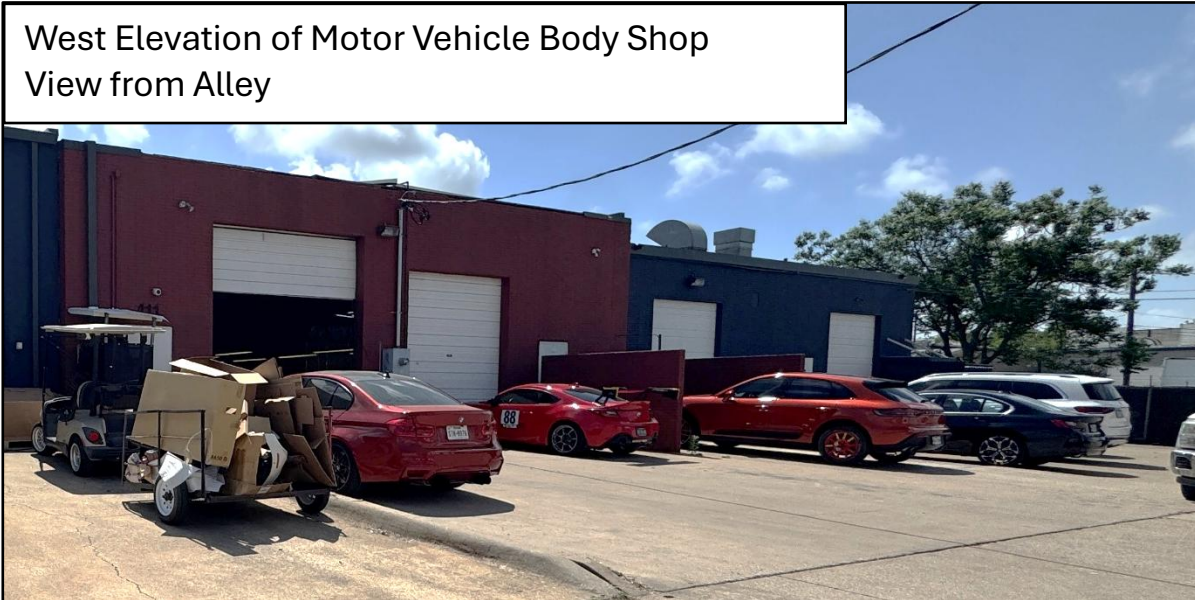
A handwritten signature in black ink that reads "Stephen Graham". The signature is written in a cursive, flowing style.

Stephen Graham

East Elevation of Motor Vehicle Body Shop  
View from Interurban Street



West Elevation of Motor Vehicle Body Shop  
View from Alley



East Side of Motor Vehicle Storage Lot  
View from Interurban Street





# Notice of Public Hearing

## City Plan Commission

An application has been received by the City of Richardson for a:

### **SPECIAL PERMIT AND SPECIAL DEVELOPMENT PLAN**

**File No.:** ZF 26-08 Solow Garage  
**Applicant:** Stephen Graham, Simple Development Partners  
**Location:** (See map on reverse side)  
**Request:** Consider and act on a request for a Special Development Plan and a Special Permit for a Motor Vehicle Body Shop on 0.4 acres at 409 and 411 N. Interurban Street, and a Special Development Plan and Special Permit for a Motor Vehicle Storage Lot on 0.2 acres at 407 N. Interurban Street, on the west side of Interurban Street, north of Jackson Street, south of Davis Street, and currently zoned Main Street/Central Expressway PD Planned Development (Interurban Sub-District). Owner: Clay Cooley (404 Bishop Avenue LLC) and Lee S Maas (Classic Richardson Ventures LLC). Staff: Derica Peters

The City Plan Commission will consider this request at a public hearing on:

**TUESDAY, MAY 19, 2026**  
**6:00 p.m.**  
**Richardson City Hall**  
**2360 Campbell Creek Boulevard, Suite 525**  
**Richardson, TX 75082**

*This notice has been sent to all owners of real property affected by the zoning request and those who are within 200 feet of the request, as such ownership appears on the last approved City tax roll.*

**Process for Public Input:** Individuals attending the meeting in person will be allocated a maximum of 3 minutes to address the City Plan Commission to express whether they are in favor or oppose the request.

Persons not attending the meeting who would like their views to be made a part of the public record may send signed, written comments, referencing the file number above, prior to the date of the hearing to: Dept. of Development Services, PO Box 830309, Richardson, TX 75083 or by utilizing the Public Comment Card at <https://www.cor.net/PublicCommentForm>.

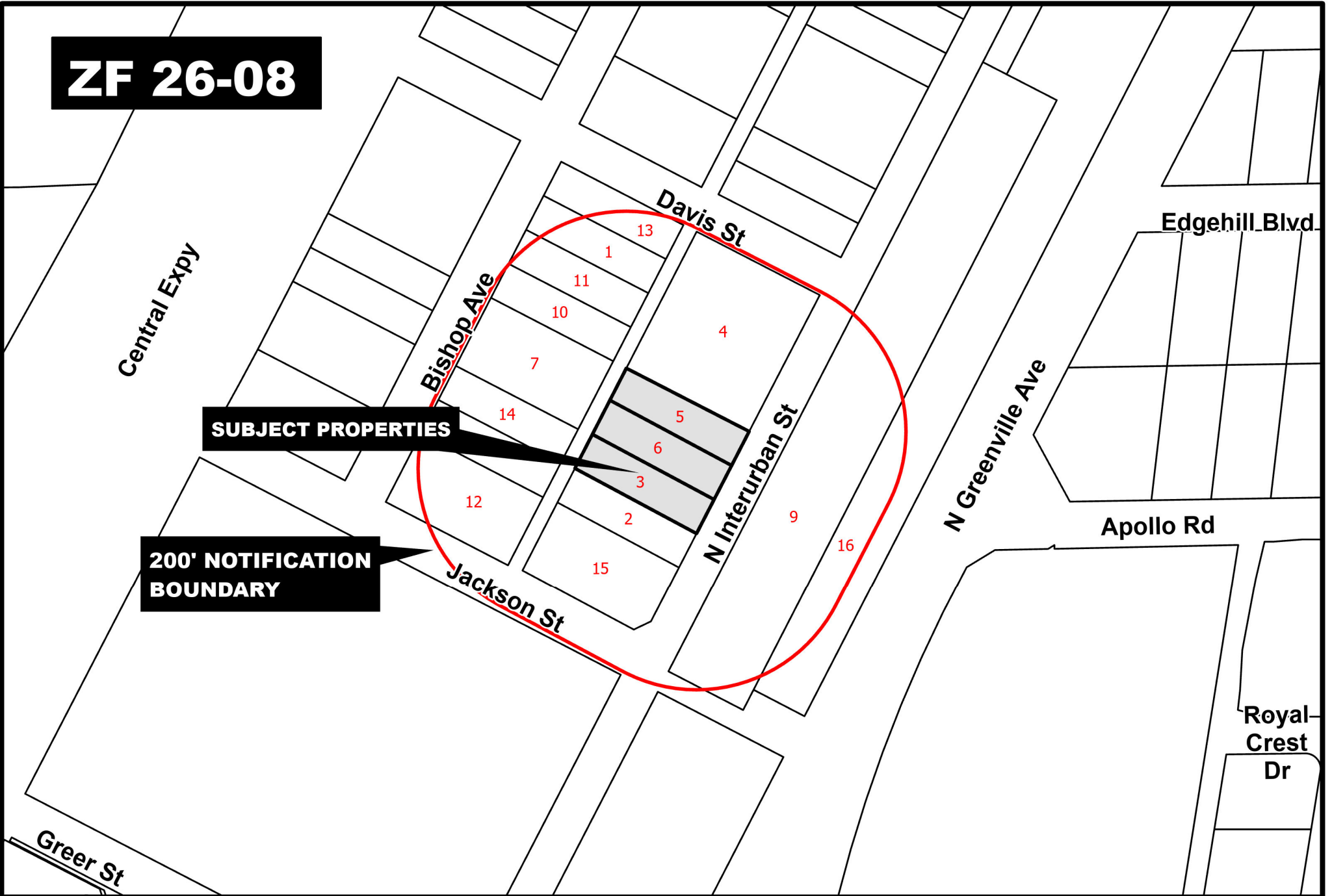
*The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions, or recommend denial. Final approval of this application requires action by the City Council.*

**Agenda:** The City Plan Commission agenda for this meeting will be posted on the City of Richardson website three (3) business days before the public hearing. For a copy of the agenda, please go to: <http://www.cor.net/index.aspx?page=1331>.

For additional information, please contact the Dept. of Development Services at 972-744-4240 and reference Zoning File number ZF 26-08.

Posted and Mailed on or prior to: May 8, 2026

**ZF 26-08**



**ZF 26-08 Public Notification Map**

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



## ZF 26-08 Solow Garage - Mailing List

	Site	Owner Address				
1	416 BISHOP AVE	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
2	405 N INTERURBAN ST	TRUONG HY T & LEHOA T	405 N INTERURBAN ST	RICHARDS	TX	75081-3314
3	407 N INTERURBAN ST	MAAS LEE S	PO BOX 515264	DALLAS	TX	75251-0000
4	417 N INTERURBAN ST	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
5	411 N INTERURBAN ST	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
6	409 N INTERURBAN ST	CLASSIC RICHARDSON VENTURES LLC %ERIC S MAAS	10311 GAYWOOD RD	DALLAS	TX	75229-6608
7	408 BISHOP AVE	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
8	404 BISHOP AVE	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
9	500 N INTERURBAN ST	404 BISHOP AVE LLC	1251 E AIRPORT FWY	IRVING	TX	75062-4804
10	412 BISHOP AVE	AMERCO REAL ESTATE CO #741055	PO BOX 29046	PHOENIX	AZ	85038-9046
11	414 BISHOP AVE	AMERCO REAL ESTATE CO AREL 741055	PO BOX 29046	PHOENIX	AZ	85038-9046
12	400 BISHOP AVE	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
13	418 BISHOP AVE	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
14	406 BISHOP AVE	CLASSIC RICHARDSON VENTURES LLC	10311 GAYWOOD RD	DALLAS	TX	75229-6608
15	403 N INTERURBAN ST	INTERURBANRICHARDSON LLC	5045 REXTON LN	DALLAS	TX	75214-2248