

City Council Work Session Handouts

December 9, 2019

- I. Continue Discussion of the Leased Vehicle Taxation/Exemption
- II. Review and Discuss Zoning File 19-25, Collins/Arapaho TOD and Innovation District Rezoning

EXECUTIVE SUMMARY
LEASED VEHICLE TAXATION – ADDITIONAL INFORMATION
December 9, 2019

BACKGROUND:

- Finance staff provided an overview of taxation of leased vehicles used for non-income producing purposes on November 18, 2019.
- At this time, staff is providing additional information and historical context for Council’s deliberation.

HISTORICAL CONTEXT:

- The Texas Legislature discontinued taxation of non-income producing leased vehicles effective January 1, 2002 unless cities opted to keep their tax status prior to that date. Richardson adopted an Ordinance in December 2001 to continue taxation.
- The current and historical tax status for our Top 13 comparison cities is shown below:

City	2001 Treatment	Current Treatment
Allen	Exempts	Exempts
Arlington	Exempts	Exempts
Carrollton	Taxes	Taxes
Dallas	Exempts	Exempts
Fort Worth	Taxes	Exempts
Frisco	Taxes	Taxes
Garland	Taxes	Taxes
Grand Prairie	Taxes	Exempts
Irving	Taxes	Exempts
McKinney	Exempts	Exempts
Mesquite	Taxes	Taxes
Plano	Taxes	Exempts
Richardson	Taxes	Taxes

- Fort Worth, Grand Prairie, Irving and Plano taxed the property prior to 2002, but let their taxing authority lapse by taking no action.

IMPACT ON ROLLBACK CALCULATIONS:

- The 2019 tax year value and related tax levy for leased vehicles used for non-income producing purposes is shown below:

County	Personal Use Vehicle Value	M&O Levy	Debt Levy	Total Levy
Dallas	\$42,799,791	\$163,170	\$104,397	\$267,567
Collin	\$21,875,534	\$83,398	\$53,359	\$136,757
Total	\$64,675,325	\$246,568	\$157,756	\$404,324

- The current leased vehicle value of \$64,675,325 was plugged into the rollback calculation worksheets and isolated from all other inputs and variables to confirm any financial impact.
 - The rollback calculation looks at the taxable values for the current year and the next year and adjusts both values based on various inputs. A rollback rate is generated that can not be exceeded when adopting a rate for the next year.
 - Exempting leased vehicles does not impact the next year calculation but reduces the current year basis that next year's tax values will be compared to. This has the practical effect of reducing the amount of property tax revenue allowed in the next year by \$418,475
 - $\$404,324$ (2019 leased vehicle total levy) * 1.035 (yields allowable growth of \$14,151) = \$418,475
- This feature of the rollback calculation is also applicable to other exemptions and has a similar impact to the current year basis. This includes the senior tax exemption. The financial impact of increased exemptions has been masked by the complexity of the rollback calculations, the old 8% rollback threshold and strong growth in recent years including new construction values.

ATTACHMENT:

October 21, 2019 Leased Vehicle Taxation Update

**EXECUTIVE SUMMARY
LEASED VEHICLE TAXATION UPDATE
October 21, 2019**

BACKGROUND:

- Senate Bill 248, effective January 1, 2002, amended the Property Tax Code to add Section 11.252 to exempt leased motor vehicles from taxation if they were used for non-income producing purposes.
- Municipalities were authorized to continue to tax the vehicles if they adopted an ordinance by January 1, 2002 that specifically taxes the leased vehicles.
- Richardson adopted Ordinance 3370-A on December 10, 2001 to continue taxing this type of property.
- The 2019 tax year value and related tax levy for leased vehicles used for non-income producing purposes is shown below:

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Arlington	Exempts
Carrollton	Taxes
Dallas	Exempts
Fort Worth	Exempts
Frisco	Taxes
Garland	Taxes
Grand Prairie	Exempts
Irving	Exempts
McKinney	Exempts
Mesquite	Taxes
Plano	Exempts
Richardson	Taxes

MECHANICS OF LEASED VEHICLE TAXATION:

- A leased vehicle is income-producing inventory owned by the leasing company.
- As property owners, the leasing companies are sent appraisal notices and tax bills for the vehicles.
- Leased vehicles are taxable in the jurisdiction in which the vehicle is garaged.
- Leasing companies pass these taxes along to their customers through provisions of the lease agreement. Some companies will bill their customers annually, while others will estimate the tax amounts and include it in the calculation of monthly payments.

POINTS TO CONSIDER:

- The City Attorney has advised that if the City Council chooses to exempt personal leased vehicles, an ordinance adopting the exemption is necessary.
- Once the City has taken action to exempt leased vehicles from taxation, it cannot rescind the action.
- Collin Central Appraisal District has requested that any action be taken by July 1 of the tax year for which the exemption would take effect. This allows them to include the exemptions as part of the Certified Roll.
- Dallas Central Appraisal District has indicated an administrative preference that any action to change the exemption be taken no later than January 1, 2020 for the 2020 Tax Year due to the extensive programming required to make the change.
- In order to synchronize the requirements of both appraisal districts, the City would need to take action effective in the tax year after the action is taken
- An action taken the fall of 2019 would meet this requirement for the 2020 tax year.

Collins/Arapaho TOD & Innovation District *Rezoning Initiative*

City Council Briefing

12/9/19

Agenda

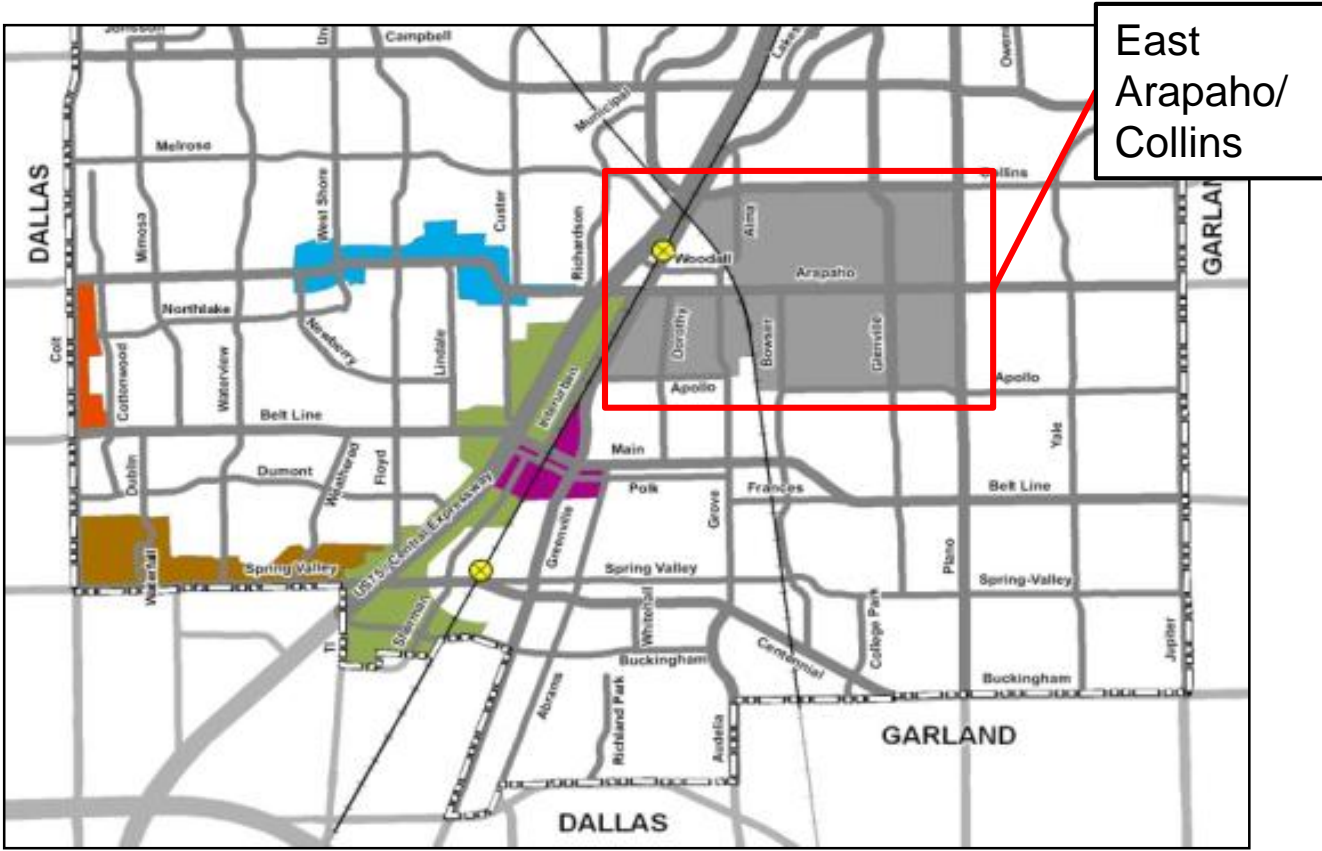
- Project Overview
- Community Input Process
- Code Overview
- Sub-district Specific Standards
 - Employment Sub-district
 - Greenville Avenue Sub-district
 - Station Area Sub-district
 - Duck Creek Sub-district
- City Plan Commission Follow-Up Items
- Next Steps

Project Overview

Vision Study & Rezoning Initiative

2009 Comprehensive Plan – Six Enhancement Areas

- West Spring Valley (Implementation)
- Old Town/Main Street (Implementation)
- Central (Implementation)
- **East Arapaho/Collins (Implementation)**
- West Arapaho
- Coit



Collins/Arapaho TOD & Innovation District Rezoning Initiative



The Path

2017

Task Force
Direction

- City Council Tactic – Conduct Arapaho Station / E. Arapaho Area Study
- Chamber of Commerce - East Arapaho/Collins Game Plan

2018

Vision
Development

- Business and community outreach / consensus building
- Development of District vision
- 10 Main Strategies

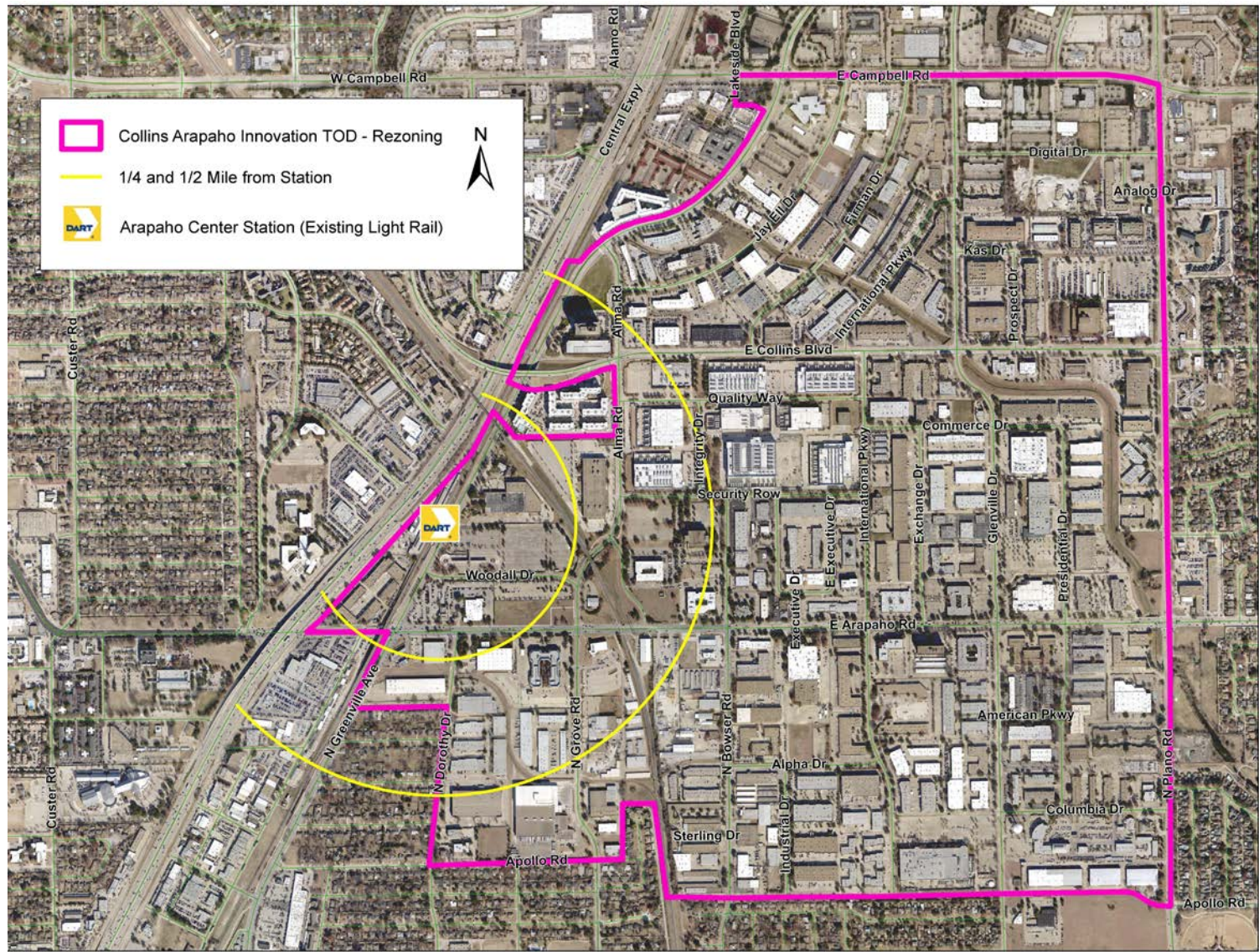
2019

Implementation
Year 1

- Zoning
- Greenville Avenue and Block Party demonstration projects
- Duck Creek Trail construction
- Engagement with DART on site development
- Alma Road mobility improvements (bike lanes)
- Business association formation
- District branding / name

2020.....

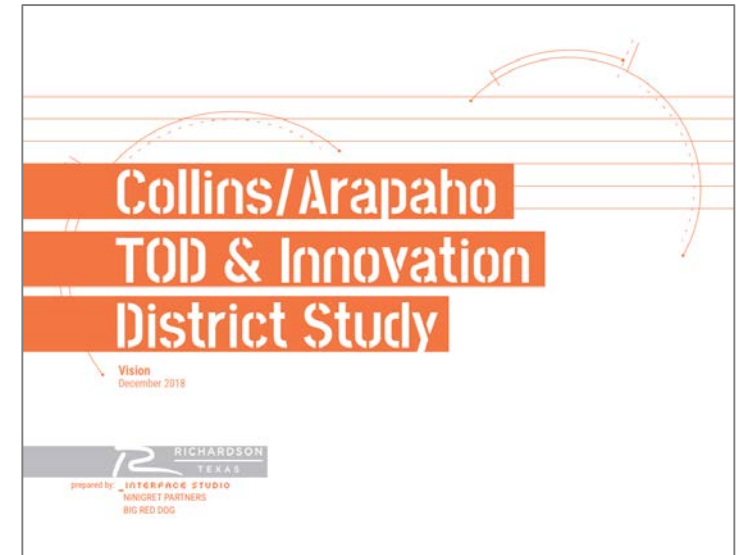
District Map



Vision Study Overview

The Collins / Arapaho TOD & Innovation District Study established:

- An overall vision for the District
- Study goals
- An implementation strategy with a focus on 10 Main Strategies



Substantial consensus among City Council, City Plan Commission, Chamber of Commerce, Stakeholders and Property Owners, and the Public

District Vision

The District will be the premier tech hub in Texas. To achieve this the District will:

- Provide a place where a range of businesses across industries and at different points in their growth can thrive
- Support existing businesses while attracting new ones

District Vision

- **The District will....**
 - Continue to be a center for innovation & entrepreneurship
 - Be visually unique, green, lively and active
 - Be walkable & bikeable
 - With the Station area serving as the primary gateway to the District



Vision Study Overview

10 Main Strategies to Achieve the District Vision

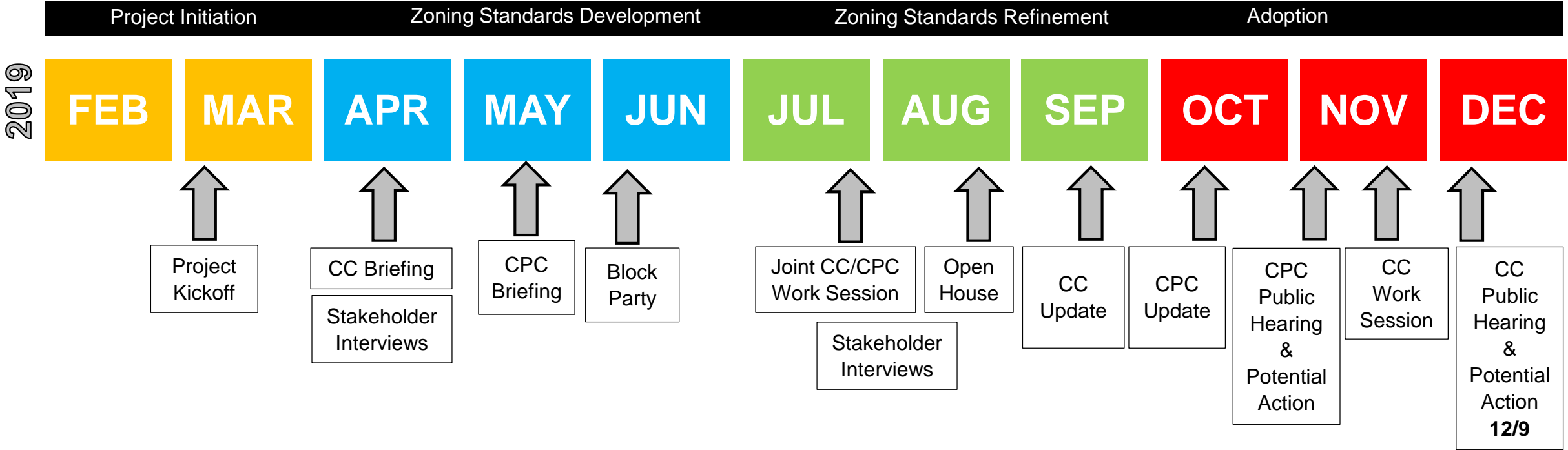
1. Manage the experience and marketing of the District
2. Support building upgrades and modernization throughout the District
- 3. Allow zoning flexibility in industrial zones**
4. Encourage vibrancy through placemaking activities in places with a high concentration of workers
- 5. Improve the District's edges and gateways**
- 6. Redesign key streets for better mobility**
7. Create a shared "innovation space" for new businesses
8. Strengthen partnerships with universities and colleges for programming and marketing
- 9. Create new open space amenities to attract and retain new and existing businesses**
- 10. Redevelop key opportunity sites to bring new uses and activities to the District**

Rezoning Initiative Overview

The Collins / Arapaho TOD & Innovation District – Rezoning Initiative:

- Establishes a rezoning strategy for the study area focused on implementation of the vision
- Creates standards for zoning districts
- Standards are focused on the building envelope (setbacks, height), use, architecture and signage

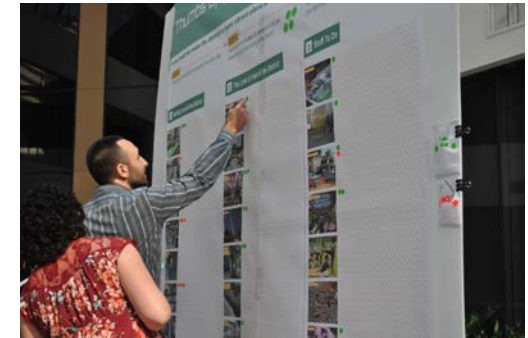
Project Schedule



Community Input Process

Extensive Public & Stakeholder Input

- Built on the successful **Vision Study** public outreach from last year
 - 29 Public Events/Presentations
 - 588 Participants (interviews, open houses, popups)
 - 914 Online Surveys Completed
- Two sets of stakeholder interviews with major property owners (12 sessions)
- Interviews with Mayor and City Council
- Presentations to Stakeholder Groups (5 presentations)
- Innovation District Block Party (373 Participants)
- Online Survey (383 Surveys Completed)
- Community Open House (80 Participants)
- In addition, workshops and briefings for City Plan Commission & City Council
- Follow-up discussions with Task Force representatives for final code revisions



Code Overview

What is a Form Based Code?

- Builds off of the Collins/Arapaho TOD and Innovation District Vision
- Provides predictability for property owners and investors
- Focuses on providing more flexibility for property development than currently exists
- Builds off best form of each area and enhances areas with cohesive design and a comprehensive mix of uses
- Connected pedestrian, bicycle and street network



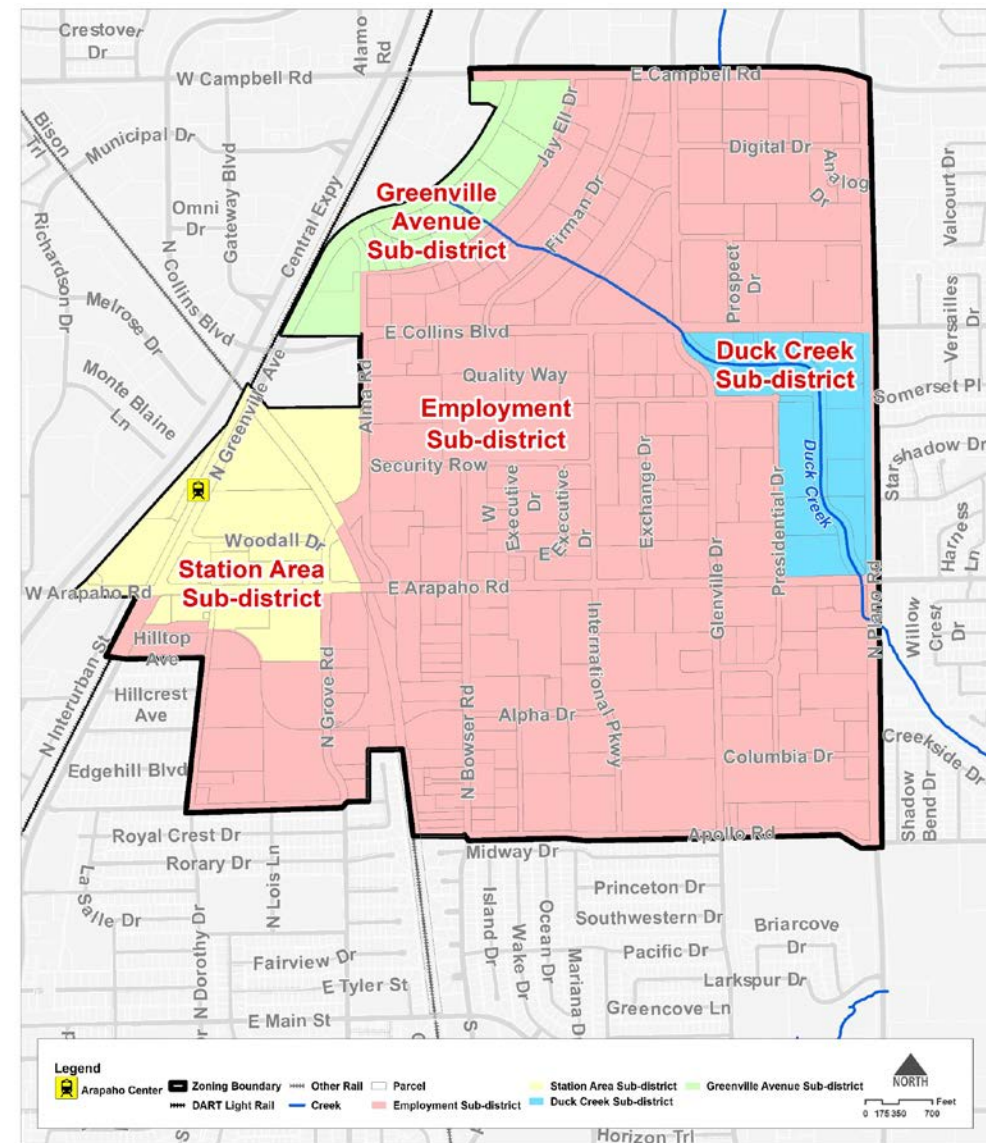
Overall Direction from City Council & CPC

- Remove barriers and increase flexibility to maximize development potential and building envelope of each site
- Limit the creation of new non-conforming uses
 - Additive layer of new allowable uses
- Support existing businesses and their growth
- Emphasize Duck Creek as a District amenity
- Position the Arapaho Center Station as a walkable mixed-use front door to the District
- Introduce residential uses where appropriate to support employment and activity
- Use current residential adjacency approach to development near existing neighborhoods
- Maintain access for trucks where needed but add multi-modal – bike, pedestrian, rideshare, shuttle to DART, etc.

Rezoning Initiative Geography

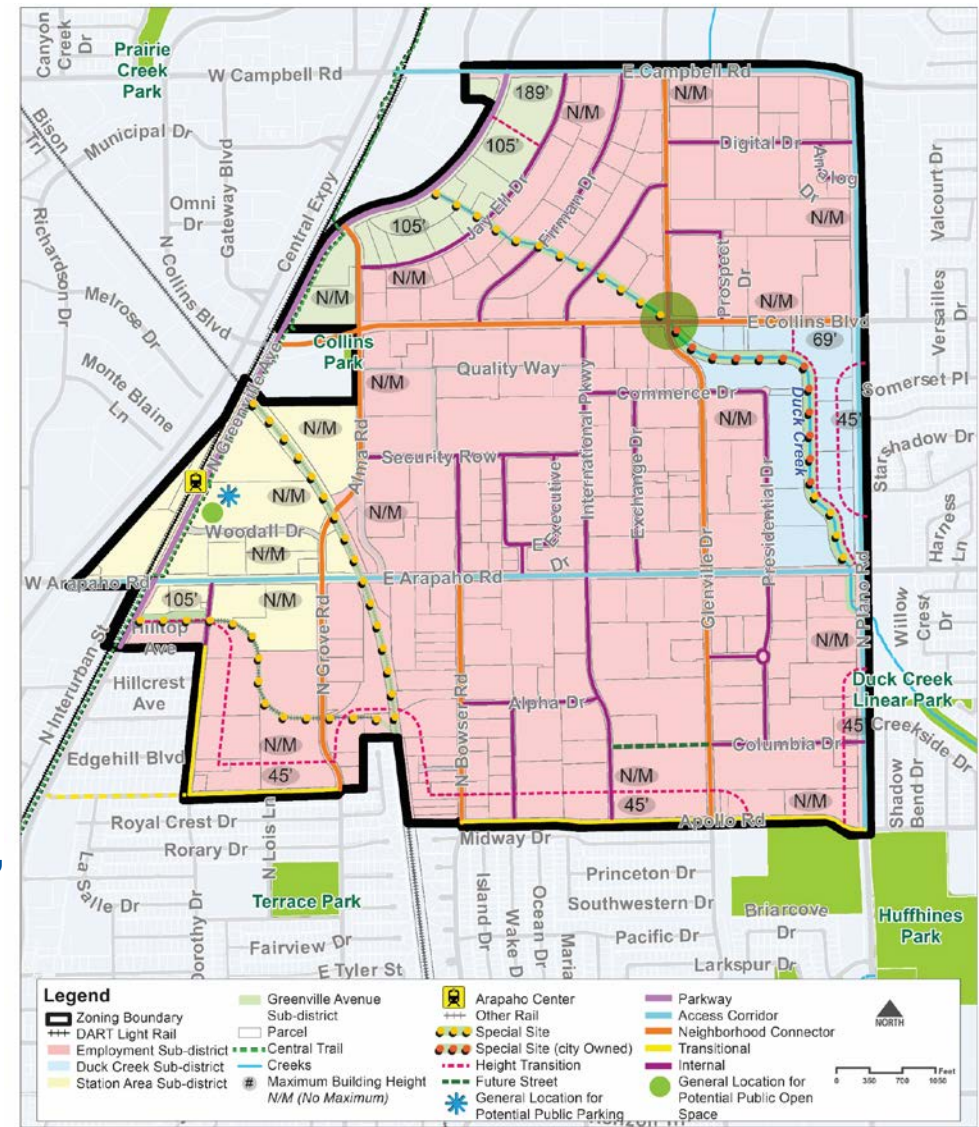
Covers four sub-districts in the Collins-Arapaho TOD & Innovation District:

- *Duck Creek*
- *Greenville Avenue*
- *Station Area*
- *Employment*



Regulating Plan Structure – for Each Sub-district

- Sets parameters for future development
- Street Types & Streetscape Standards
- Building Envelope Standards
 - Heights
 - Setbacks or build-to lines
- Uses
 - Permitted “By Right”, “By Right with Supplemental Regulations”, or with Special Permit
 - Uses not listed are prohibited



Code Format

- Formatted with end user in mind
- Standalone chapters for each of four sub-districts
- Each chapter comprehensive
 - Six common subsections
 - Some redundancy

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District-Wide Regulations

Non-Residential Uses

- 92% of the District currently zoned only for Industrial/Office uses
- Expanded non-residential opportunities in all sub-districts while minimizing creation of new non-conformities throughout the District
 - Only 4 new non-conforming uses created (all 4 located in the Station Area Sub-district):
 - 2 are motor vehicle sales and/or leasing
 - 1 is a motor vehicle storage lot
 - 1 is a smoking establishment
 - Example uses added in each sub-district: restaurants, retail, collaborative co-working space, microbrewery, winery, commercial entertainment (e-sports)
- Use charts available on pages 10, 49, 88 and 130 for each sub-district

Duck Creek Use Type	How Permitted P-Permitted S-Special Use	Supplemental Use Regulations
Use		
Residential		
Adaptive Reuse	P	See Subsection II.D.4.a.ii.a), Adaptive Reuse.
Live/Work	S	See Subsection II.D.4.a.ii.b), Live/Work.
Non-Residential		
Antenna, Accessory	P	See Article XXII-E, Supplemental Regulations for Certain Uses, Richardson Comprehensive Zoning Ordinance, as amended or its successors.
Antenna, Commercial	P	
Antenna, Commercial, in Excess of Three Antennas	S	
Antenna, Freestanding	P	
Antenna, Mounted	P	
Art Gallery	P	
Assisted Living Facility	S	
Bakery	P	
Bank or Financial Institution	P	
Barber or Beauty Salon	P	Skin and nail care as accessory use only.
Beer and Wine Package Sales - 75% or more Revenue from Sales of Beer and/or Wine	S	
Beer and Wine Package Sales - Less than 75% Revenue from Sales of Beer and/or Wine	P	
Boarding Kennel	S	See Article XXII-E, Supplemental Regulations for Certain Uses, Richardson Comprehensive Zoning Ordinance, as amended or its successors.
Catering Service	P	
Child Care Center	S	See Article XXII-E, Supplemental Regulations for Certain Uses, Richardson Comprehensive Zoning Ordinance, as amended or its successors.
Church	P	
Collaborative Co-Working Space	P	
Commercial Entertainment, Indoor	S	
Commercial Entertainment, Outdoor	S	
Construction Field Office	P	

Non-Residential On-Site Parking Ratios

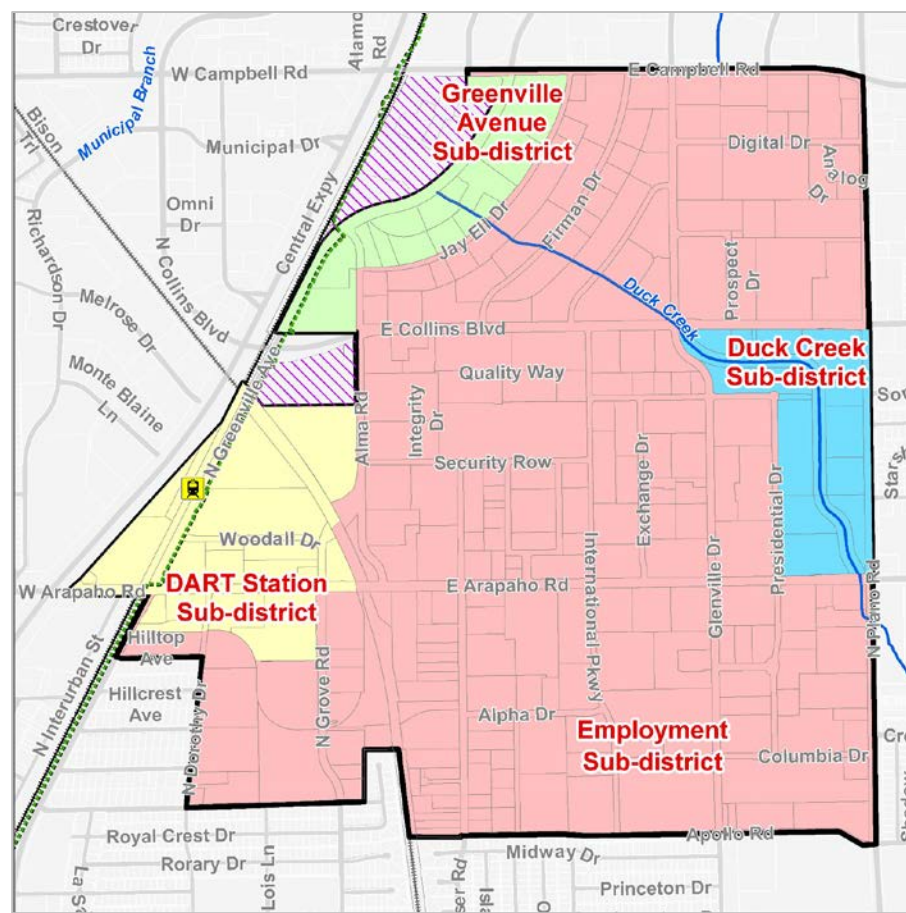
For all Sub-districts

- Shared parking encouraged in sub-districts
- Minor modification may be requested to allow credit for shared off-street parking within 600 feet of subject property

Use	Parking Required
Adaptive Reuse	<ul style="list-style-type: none"> • No spaces required
Data Center	<ul style="list-style-type: none"> • 1.0 space per 5,000 square feet
Hotel	<ul style="list-style-type: none"> • .75 space per guest room for full service hotel • .50 space per guest room for other hotels
Industrial or Manufacturing Uses < 5,000 square feet	<ul style="list-style-type: none"> • No spaces required
Industrial or Manufacturing Uses ≥ 5,000 square feet	<ul style="list-style-type: none"> • 1.0 space per 1,000 square feet above the first 5,000 square feet
Institutional or Assembly Uses	<ul style="list-style-type: none"> • 1.0 space per every 3 persons accommodated
Restaurants	<ul style="list-style-type: none"> • 1.0 space per 300 square feet
Non-Residential Uses not Listed < 5,000 square feet	<ul style="list-style-type: none"> • No spaces required
Non-Residential Uses not Listed ≥ 5,000 square feet	<ul style="list-style-type: none"> • 1 space per 1,000 square feet above the first 5,000 square feet

Residential Uses

Sub-district <i>Parcels</i> <i>Acres</i>	Adaptive Reuse	Live-Work	Single- Family Detached	Townhomes	Multifamily
Employment Sub-district 217 Parcels 736 Acres	SP District-Wide	SP when Immediately Adjacent to Special Sites (See Graphic)	-	-	-
Duck Creek Sub-district 16 Parcels 64 Acres	P	SP	-	-	-
Greenville Avenue Sub-district 15 Parcels 43 Acres	P	P* Incentives for parking, height and market flexibility of ground-floor use	SP	P	P* Restricted to three stories if only multifamily use
Station Area Sub-district 20 Parcels 88 Acres	P	P* Incentives for parking and market flexibility of ground-floor use Minimum Density Requirement	-	P* Restricted along Greenville Avenue Minimum Density Requirement	P* Restricted along Greenville Avenue Minimum Density Requirement



On-Site Residential Parking Ratios

- Minor modification may be requested to allow credit for shared off-street parking within 600 feet of subject property
- Shared parking encouraged in sub-districts

DART Station Sub-district

Use	Parking Required
Live/Work Unit	<ul style="list-style-type: none"> • No parking required for dwelling units; non-residential parking shall be based on non-residential parking ratios.
Multi-Family	<ul style="list-style-type: none"> • .75 space per one bedroom unit/Studio • 1.0 spaces per two bedroom unit • 1.25 spaces per three or more bedroom unit
Townhome	<ul style="list-style-type: none"> • 2.0 spaces per dwelling unit

Greenville Sub-district

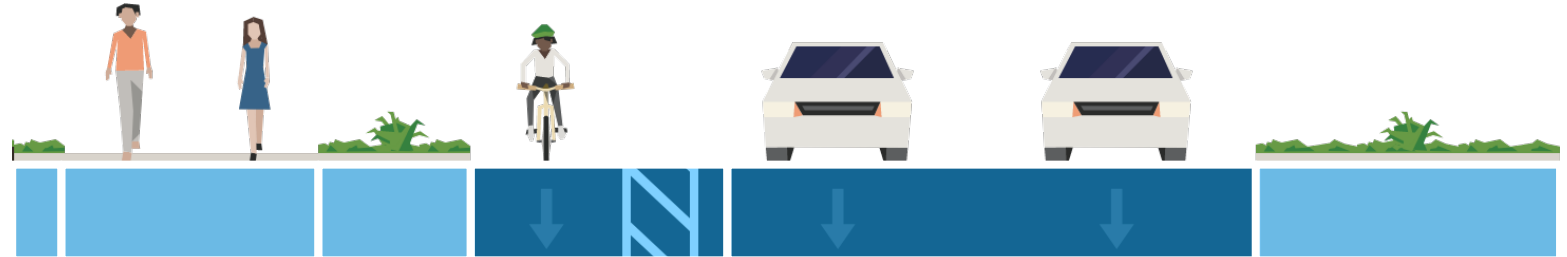
Use	Parking Required
Live/Work Unit	<ul style="list-style-type: none"> • 0.5 space per dwelling unit; non-residential parking shall be based on non-residential parking ratios.
Multi-Family	<ul style="list-style-type: none"> • 1.0 space per one bedroom unit/Studio • 1.25 spaces per two bedroom unit • 1.5 spaces per three or more bedroom unit
Single-Family Detached	<ul style="list-style-type: none"> • 2.0 spaces per dwelling unit
Townhome	<ul style="list-style-type: none"> • 2.0 spaces per dwelling unit






Duck Creek / Employment Sub-districts

Use	Parking Required
Live/Work Unit	<ul style="list-style-type: none"> • 1.0 space per dwelling unit; non-residential parking shall be based on non-residential parking ratios.

Street Types

- Flexible Street Zones and Widths
- Reference Page 27 in draft code



	Frontage		Pedestrian Zone		Greenscape/ Furnishing Zone		Bike Zone		Travelway Zone		Median	
	Pref.	Min.	Preferred	Minimum	Pref.	Min.	Preferred	Minimum	Travel Lanes	Preferred	Minimum	
 Access Corridor	2'	0'	8'	5'	5'	0'	10'-12' Shared-use Sidepath	N/A	10'-11' (4-6 lanes)	16'	14'	
 Neighborhood Connector	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2-4 lanes)	10'-16'	N/A	
 Internal	2'	0'	6'	5'	5'	0'	N/A	N/A	10'-12' (2 lanes) <small>*wider travel lanes may be preferred for heavy truck use</small>	N/A	N/A	
 Transitional	2'	0'	6'	5'	5'	0'	7'-12' Buffered Bike Lane/ Cycle Track	5'-6' Bike Lane	10'-11' (2 lanes)	N/A	N/A	
 Parkway (Greenville Ave)	2'	0'	6'-12'	5'	5'	0'	10'-12' Cycle Track	N/A	10'-11' (4 lanes)	14'-16'	14'	
Urban Mixed Use	2'	0'	8'	5'	6'	4'	N/A	N/A	10'-11' (2 lanes)	N/A	N/A	
Urban Neighborhood	2'	0'	8'	5'	5'	0'	N/A	N/A	10'-11' (2 lanes)	N/A	N/A	

Street Types

- No changes to lane capacity for Access Corridor, Transitional, and Internal Street Designations.
- Parkway and Neighborhood Connector Street Designations are streets with excess vehicle capacity and are proposed with bicycle facilities to align with Vision and existing Bicycle & Pedestrian Trailways Plan.
- Greenville Ave
- Glenville Dr, Bowser Rd, N. Grove Rd (*already implemented*), Alma Rd (*already implemented*), and E. Collins Blvd (*already implemented*)

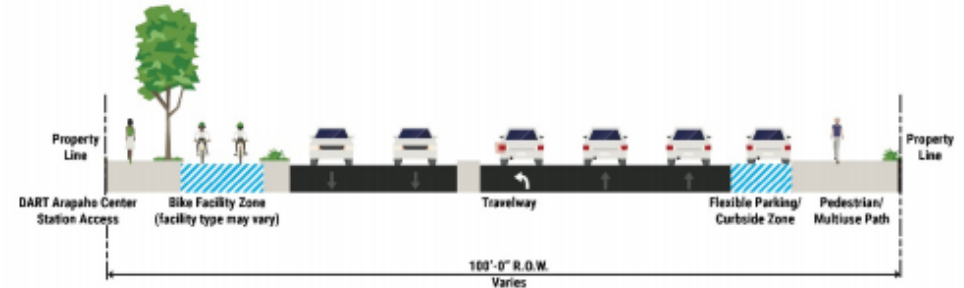
Parkway (Greenville Ave)

Typical Characteristics

- Excess travel lane capacity
- Transit-oriented context opportunities

Design Options

- Repurpose travelway space for bikeway and pedestrian crossing options
- Greater physical separation for bikeway from adjacent travel volume and speed



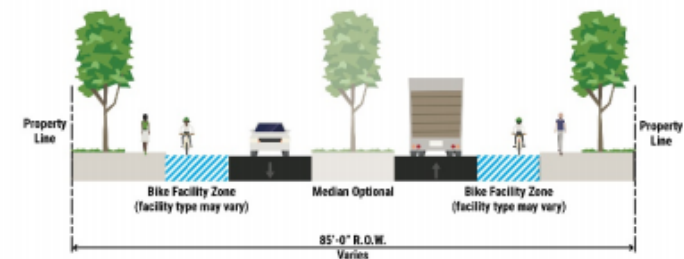
Neighborhood Connector

Typical Characteristics

- Lower vehicle capacity priority
- Balance between cross-district mobility and local access

Design Options

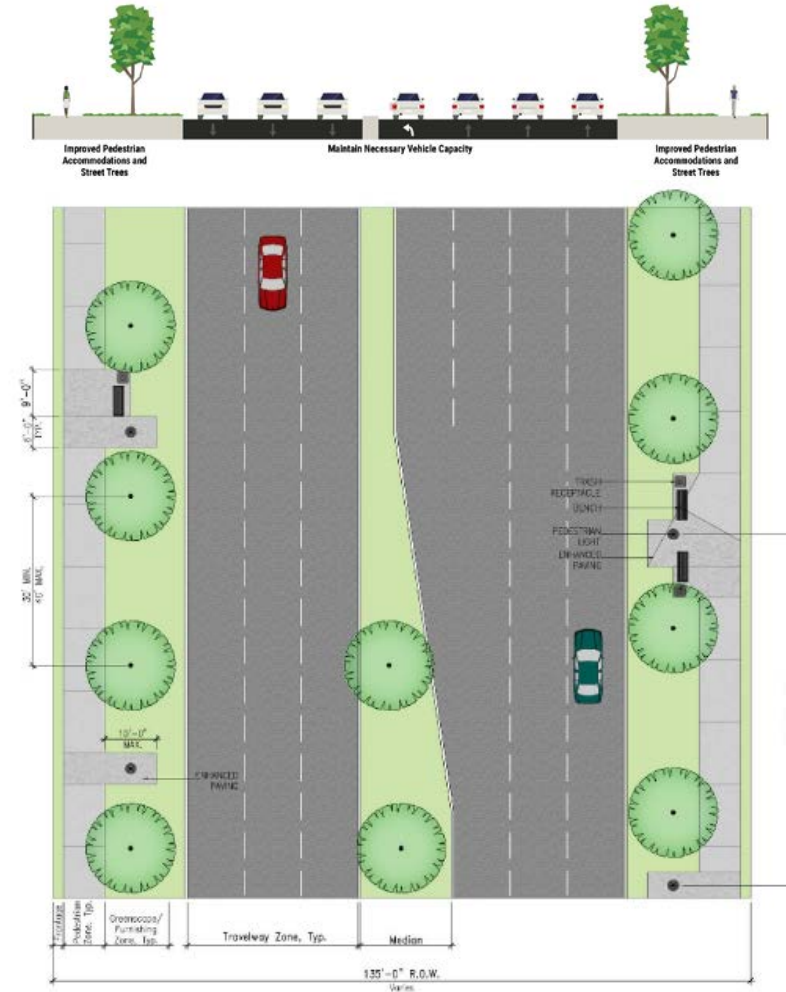
- Increased bicycle and pedestrian separation from traffic
- Street trees where possible; could include landscaped median or midblock center islands
- Curb radii and intersection design to accommodate turning trucks



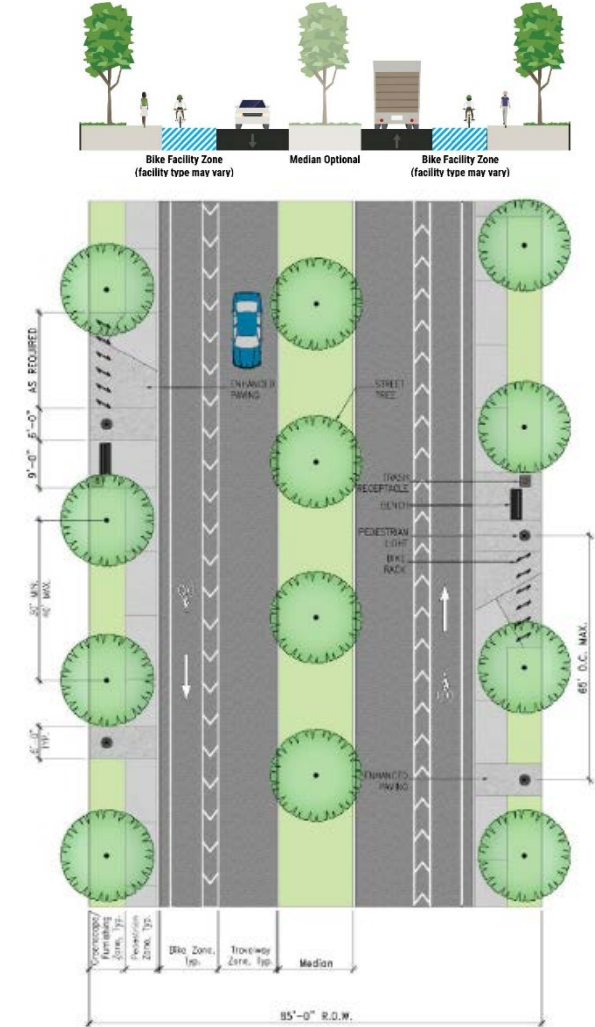
Public Realm

- The code provides higher level direction
- Access Corridor (e.g. Plano Rd)
 - Typical Characteristics
 - Vehicle capacity priority
 - Limited pedestrian accommodations
 - Limited right-of-way on most corridors
- Neighborhood Connector (e.g. Glenville Dr)
 - Typical Characteristics
 - Lower vehicle capacity priority
 - Balance between cross-district mobility and local access

Plano Road



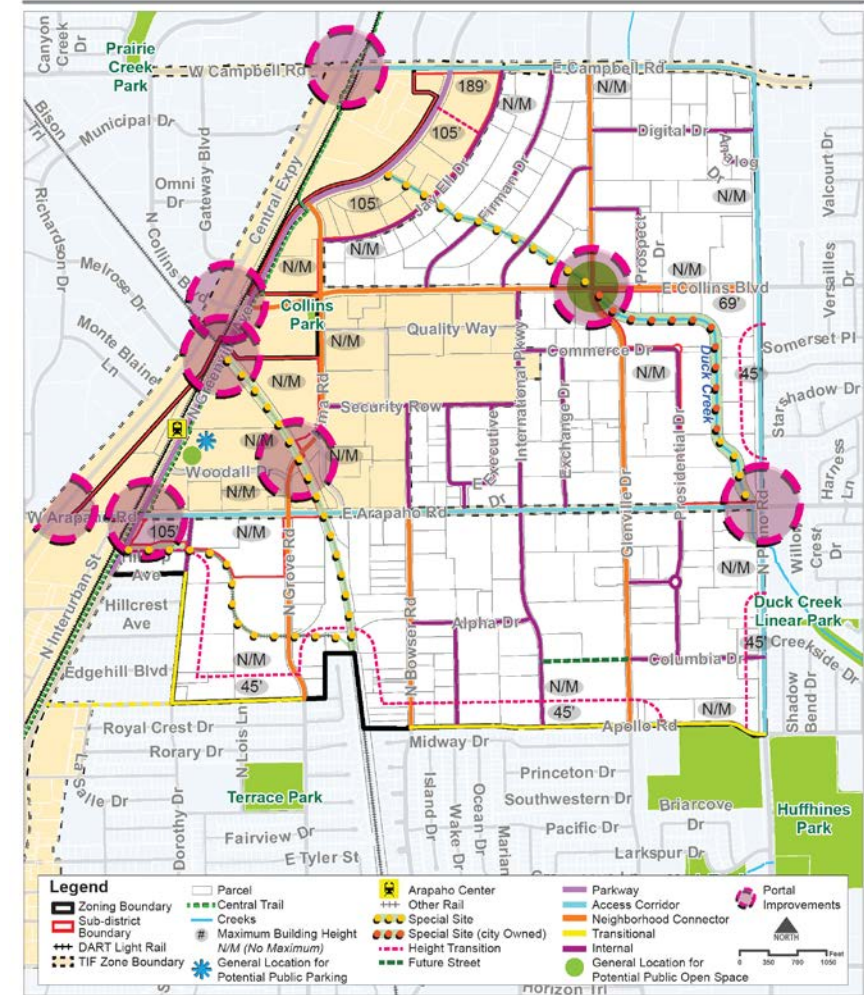
Glenville Drive



Gateways/Portals

- Eight gateways/portals identified district-wide
 - US 75 Bridges (2); KCS Bridges (2); DART Bridge (1)
 - Duck Creek (2); US 75 at Arapaho (1)
- As properties are redeveloped, city should consider acquiring land/easements for gateway signage/portals, and/or open spaces
- Many gateways (5 bridges) identified require working with other institutional partners, but could be implemented today
- Likely responsibility of City, public/private partnerships, and/or business association

District Public Realm Opportunities



Collins / Arapaho TOD & Innovation District Rezoning Initiative

Landscape Screening and Buffers

- **Applies when new development or complete redevelopment occurs**
- 10' landscape buffer required with shade trees and shrubbery (or retaining wall) when surface parking lots are visible from sidewalks (also required for existing parking is expanded).
- 10' landscape buffer required with shade trees on streets designated as Parkway, Access Corridor, Neighborhood Connector, Transitional or Internal or along US 75, if one has not been provided as required above.
 - Minor Modification for alternative landscaping may be requested for lots one-acre or smaller for streets designated as: Parkway, Access Corridor, Neighborhood Connector, Transitional or Internal.
- Landscape buffers not required for properties along Greenville Avenue, north of Arapaho due to required build-to lines.



Interior Parking Lot Landscaping

- Applies when new development or complete redevelopment occurs, or new surface parking is added.
- Each row of parking requires a minimum 10'-wide landscape island with each run of eight parking spaces.
 - A minimum three-inch caliper shade tree is required at the rate of one tree for every six parking spaces.
- A parking island is required on the end of each row of parking.

Intended to help improve the look and feel of the District and breakup large surface parking lots

Interior Parking Lot Landscaping



No Interior Parking Lot Landscaping



Signs

- Flexibility for wall signs not facing a public street, open space, or trail
- Greater flexibility for building identity/building wayfinding/murals to align with Vision
- Real estate signage removal/encouragement of District signage
- Roof signs allowed



Architectural Standards

- To the extent possible given current State Law
- Greater control of design for multifamily/live-work developments, including:
 - Building articulation
 - Breaking up facades and building mass
 - Limitation on building lengths without an unconnected physical separation
 - Rooflines
 - Doors and windows
 - Screening for parking structures

Administration

Repeal Inactive & Obsolete Special Permits

April 1, 2019

- Phase I – 58 inactive & obsolete Special Permits were repealed.

December 9, 2019

- Phase II – 47 Special Permits to be repealed.
 - 42 Inactive
 - 3 Obsolete
 - 2 Removed with new zoning district/uses

Administration

Active Special Use Permits

- 21 active SUPs to be retained and carried over with rezoning initiative

Drive-Thru Banks ‘Grandfathered’

- 780 E. Campbell Road
- 850 E. Campbell Road
- 910 E. Campbell Road
- 707 E. Arapaho Road
- 1775 N. Plano Road
- 601 N. Plano Road

*Drive-Thru Adaptive Reuse Component

- Drive-thru banks may be converted to other non-residential drive-thru uses (e.g. pharmacy, restaurant, dry cleaning service) pending approval of a queuing plan by staff to address impacts on neighboring properties or streets.
- If an existing drive-thru is demolished, it cannot be re-built

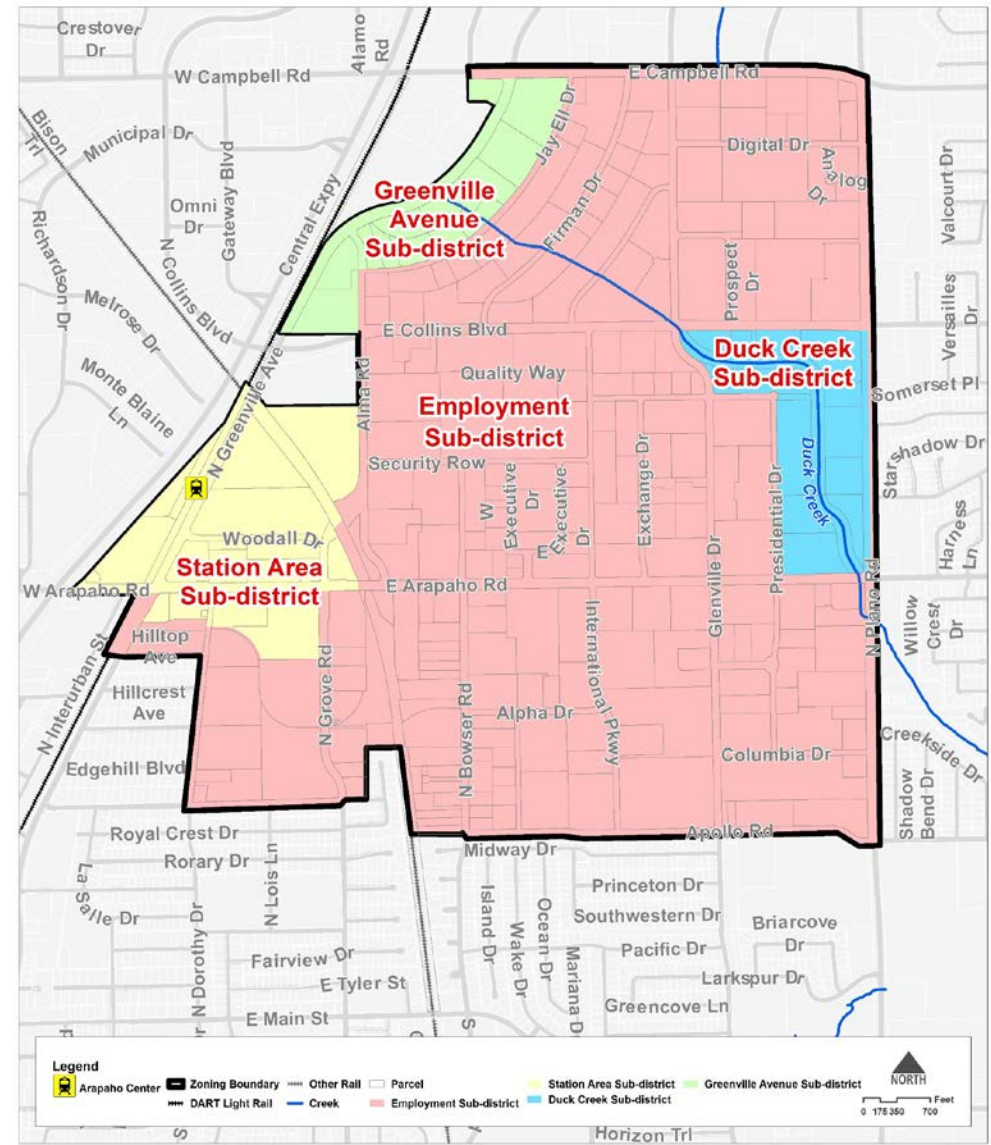
Administration

- No changes to the process for Special Development Plans, Minor Modifications, Non-Conformities from Main/Central Form Based Code.
- Additional flexibility with non-conforming structures that may not meet new setbacks or build-to zones:
 - Non-conforming structures may be expanded or enlarged if the expansion or improvement brings the structure closer to compliance, even if the expansion or improvement does not bring the structure into full compliance.

Sub-district Specific Standards

Sub-district Map

- Employment (736 Acres)
- Greenville Avenue (43 Acres)
- Station Area (88 Acres)
- Duck Creek (64 Acres)



Employment Sub-district: Intent

- Support existing businesses
 - No new non-conforming uses created
- Promote as the center for business innovation and entrepreneurship
- Allow a wider range of uses to bring new activities to the District
 - e.g. Retail, Restaurant, Microbrewery, Winery, Food Truck Park (SP), drive-thru facilities (SP)
- Increase flexibility in the building envelope while maintaining height restrictions for residential adjacency
- Remove building setbacks to maximize the buildable area while maintaining restrictions for residential adjacency
- By special permit only, allow for adaptive reuse of buildings on a case-by-case basis for residential and live-work uses



Greenville Avenue Sub-district: Intent

- Support existing businesses
 - No new non-conforming uses created
- Allow a wider range of uses to create more attractions that complement residential on west side of Greenville Avenue (Eastside/Mallory)
 - e.g. Retail, Restaurant, Microbrewery, Winery, Food Truck Park (SP)
- Increase flexibility in the building envelope
- Create opportunities for new residential uses as redevelopment occurs to support employment base
 - Allow multifamily, townhome, live-work, and adaptive reuse residential uses
 - Allow by Special Permit single-family detached



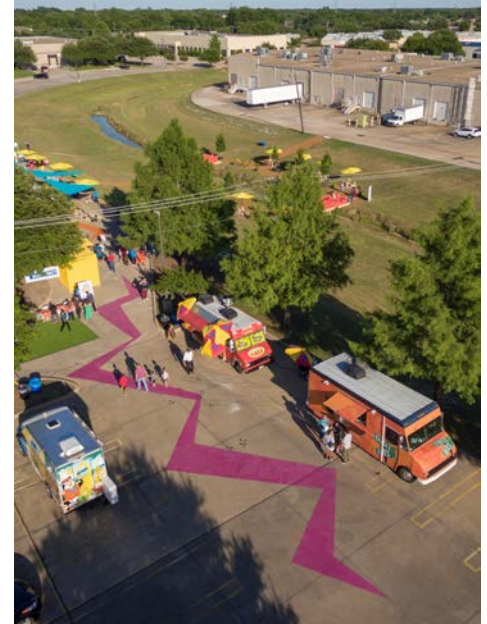
Station Area Sub-district: Intent

- Support existing businesses
 - Three auto-related non-conforming uses created
 - One smoking establishment non-conforming use created
- Develop a walkable mixed-use front door to the Innovation District, maximizing development potential around the station
- Allow a wider range of uses to bring new activities to the District
 - e.g. Retail, Restaurant, Entertainment, Microbrewery, Winery, Food Truck Park (SP)
- Increase flexibility in the building envelope
- Create opportunities for new residential uses to support employment base
 - Allow multifamily, townhome, live-work, and adaptive reuse residential uses with minimum densities



Duck Creek Sub-district: Intent

- Support existing businesses
 - No new non-conforming uses created
- Encourage new uses that ‘face the creek’ and benefit from City’s open space investments; prohibit outside storage or new surface parking along the creek.
- Allow a wider range of uses to create more attractions after work and on weekends
 - e.g. Retail, Restaurant, Microbrewery, Winery, Food Truck Park (SP)
- Increase flexibility in the building envelope while maintaining height restrictions for residential adjacency
- Create opportunities for entrepreneurs to live where they work
 - Allow adaptive reuse of existing buildings for residential or live-work
 - Allow by Special Permit for live-work use for new construction or additions



City Plan Commission Follow-Up Items

City Plan Commission Follow-Up Items

In their 11/5/19 recommendation, the CPC suggested that additional discussion take place with the Council and the Task Force related to the following:

- Restoration of non-conformities
- Driveway spacing
- Open Space requirements

Initially Proposed

Restoration of Non-Conforming Structure, Site Element or Sign after Damage or Destruction

Same approach City-Wide

- “In the event a non-conforming structure is partially destroyed or damaged by fire, explosion, windstorm, flood or other casualty or act of God or public enemy to an extent exceeding 50% of its market value, said structure shall not be rebuilt, restored, reestablished or reoccupied except in conformance with the applicable requirements of the Code, including those of the zoning district and Sub-district in which it is located. ”

Task Force Discussion

Restoration of Non-Conforming Structure, Site Element or Sign after Damage or Destruction

- Concern was with existing driveway approaches.
- Language has been added to address this concern.

Recommendation

Restoration of Non-Conforming Structure, Site Element or Sign after Damage or Destruction

- “In the event a non-conforming structure is partially destroyed or damaged by fire, explosion, windstorm, flood or other casualty or act of God or public enemy to an extent exceeding 50% of its market value, said structure shall not be rebuilt, restored, reestablished or reoccupied except in conformance with the applicable requirements of the Code, including those of the zoning district and Sub-district in which it is located. *This shall not apply to existing driveways or driveway placement which may remain as it existed prior to structure or property damage or destruction as identified above.*”

Initially Proposed Driveway Spacing

Same approach as Main/Central *with additional flexibility for Minor Modification.*

- “Driveways are limited to no more than one driveway per 200 feet of street frontage. A Minor Modification may be requested to this standard properties with limited street frontage or in stances where existing driveways would preclude access to site.”

Task Force Discussion

Driveway Spacing

- Desired a reduced spacing requirement for driveways, specifically in the Employment Sub-district.
- Desired clarity on how the spacing is measured.

Recommendation

Driveway Spacing

- Recommended changes within the **Employment** and **Duck Creek** Sub-districts:
 - “Driveways are limited to no more than one driveway *per 150 feet* of street frontage, *measured at inside edge of driveway to inside edge of driveway at the right-of-way line. This spacing shall be required for driveways on the same platted lot and driveways between adjacent lots.* A Minor Modification may be requested to this standard for properties with limited street frontage or in instances where existing driveways would preclude access to site.”
- No changes within the **Station Area** or **Greenville** Sub-districts.

Initially Proposed

Open Space Requirements on Private Property

Same approach as Main/Central

- Standards
 - If publicly accessible, 8% of lot required for open space.
 - If not publicly accessible, 15% of lot required for open space.
- Application
 - New development or a complete redevelopment scenario.
- Open space requirements would not apply to:
 - Adaptive reuse sites
 - Lots one acre or smaller unless subdivided from a larger parent tract resulting in a lot of one acre or smaller

Task Force Discussion

Open Space Requirements on Private Property

- Desired in Employment Sub-district:
 - A reduction/elimination of open space requirements
 - Maintain similar site landscaping requirements (landscape buffers, parking lot screening/landscaping, foundation plantings) and allow this landscaping to be counted towards the open space requirement
- Desired in all Sub-districts:
 - District portals be counted towards the site's open space requirements.

Recommendation

Open Space Requirements on Private Property

- Update language on District portals to allow land dedicated on private property for portals to be counted towards a site's landscaping/open space requirements.
- Application for Landscaping and Open Space (no change)
 - New development or a complete redevelopment scenario.

Recommendation (continued)

Open Space Requirements on Private Property

- Recommended changes within the **Employment and Duck Creek** Sub-districts:
 - Require 10% of the site to be landscaped (which includes open space and site landscaping)
 - Require half of the required 10% landscaping for the site (i.e. 5% of site) to be publicly accessible open space
 - The 5% publicly accessible open space requirement would not apply to:
 - Data center uses
 - Adaptive reuse sites
 - Lots one acre or smaller unless subdivided from a larger parent tract resulting in a lot of one acre or smaller
- No changes within the **Station Area** or **Greenville** Sub-districts with the exception of District portals.

Next Steps

Next Steps

- City Council conducts public hearing and considers approval of the new zoning ordinance
- Explore FY 2020 implementation elements

Collins/Arapaho TOD & Innovation District *Rezoning Initiative*

City Council Briefing

12/9/19