

**JOINT MEETING OF THE LEWISVILLE CITY COUNCIL
AND
PLANNING & ZONING COMMISSION**

CALLED-SPECIAL WORKSHOP SESSION

MAY 27, 2020 6:30 P.M.

Present:

Rudy Durham, Mayor
James Davis, Chairman

Council Members:

TJ Gilmore
Bob Troyer, Mayor Pro Tem
R Neil Ferguson, Deputy Mayor Pro Tem
Kristin Green
Brandon Jones

P&Z Members:

William Meridith
John Lyng
MaryEllen Miksa
Karen Locke
Erum Ali (Absent)
Alvin Turner (joined at 6:51 p.m.)

City Staff:

Donna Barron, City Manager
Eric Ferris, Deputy City Manager
Claire Powell, Assistant City Manager
Melinda Galler, Assistant City Manager
Julie Worster, City Secretary
Lizbeth Plaster, City Attorney
Richard Leudke, Director of Planning
Michele Berry, Planning Manager
Jonathan Beckham, Planner

WORKSHOP SESSION

With a quorum of Council Members and Planning and Zoning Commission Members present, the joint meeting of the Lewisville City Council and the Planning and Zoning Commission was called to order by Mayor Durham and Chairman Davis at 6:30 p.m. on Monday, May 27, 2020. All City Council Members, Planning and Zoning Commission Members, and City staff joined by videoconferencing.

**Discuss and Provide Direction on the
Development and Zoning Code Overhaul**

(Agenda Item 2)

City Manager Barron addressed the City Council and Planning and Zoning Commission (P&Z) to review the process of the overhaul of the zoning code and land development code to date. She advised that zoning sections of the new ordinance have been drafted and reviewed by legal. She indicated that the plan is to adopt both the zoning and land development regulations together in late fall. City Manager Barron turned the meeting over to the consultant team.

The following consultants were present to conduct the attached PowerPoint Presentation for both the City Council and P&Z consideration: Mark Bowers, Kimley-Horn and Associates; Phyllis Jarrell, City Centric Planning, LLC; Karen Walz, Strategic Community Solutions, LLC and Daniel Acevedo, Kimley-Horn and Associates.

The consultant team began to present the attached PowerPoint Presentation for consideration.

Discussion was held regarding COVID's impact on an open house. The consultant team indicated that they can be flexible and push the date to a time when an open house could be held so residents could attend in person. At the questioning of the City Council, the consultant team advised that the Technical Advisory Roundtable scheduled for June 4, 2020, would be held virtually. The consultant team clarified that the sign ordinance could be amended individually even if it is included in the overall Unified Development Code.

The consultant team moved on to review slides related to the Streamline Development Review and Variance Process topic, Ms. Walz facilitated discussion on the following items to obtain the City Council and P&Z direction:

- Discussion
 - Streamline Development Review Flowchart and Process.
 - Clarify and streamline responsibilities of staff, Commission and Council to maximize effectiveness.

(P&Z Member Alvin Turner joined the meeting at 6:51 p.m.)

Councilmember Green questioned how the new 30-day shock clock requirement would affect concept plans. The consultant team advised that concept plans do not fall under this requirement. Councilmember Green advised her personal preference would be to move Final Plat to the end of the process to avoid infrastructure issues and requiring developers to Re-Plat.

The general consensus of the City Council and P&Z was they were in support of the recommended changes.

**Discuss and Provide Direction on the
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(Agenda Item 2)

The consultant team moved on to review slides regarding Make Lewisville More Pedestrian and Bike Friendly. Ms. Walz facilitated discussion on the following items to obtain the City Council and P&Z direction:

- Discussion
 - Implement Complete Streets concepts where appropriate.
 - Increase minimum sidewalk width to 6 feet.
 - Decrease maximum block length from 1800 feet to 600-800 feet, with pedestrian pass-throughs for longer blocks.
 - Allow cul-de-sacs only as an alternative standard and require pedestrian pass-throughs at the end of the bulb.
 - Require a minimum level of lighting for sidewalks and trails on private property

At the questioning of Councilmember Gilmore, discussion was held on minimum level of pedestrian lighting and the importance to keep in mind the desire to light infrastructure adequately, but not be responsible for security level lighting. The consultant team advised the specifics of what that “minimum level” means still needs to be worked through.

Councilmember Green advised she was very supportive of all the items presented, especially the wider sidewalks and incorporation of bike lanes, essentially finding a space for different types of transportation modes within right-of-way. She requested if there was still screening standards that require the building of a wall to separate subdivisions or commercial developments, which is a barrier for pedestrians as they have to walk out of their subdivision to get to retail, that some type of language be incorporated that indicates a desire to provide breaks in the screening wall so a barrier is not being created for pedestrians.

Commissioner Locke advised that if the City is going to be walkable, it needs to be well lit. She stated that her preference would be the lower level lighting and lighting from buildings or other fixtures that are already there.

Commissioner Lyng indicated he would like to see breaks in screening walls between compatible uses to ensure access is not completely blocked off (not in alleys), but also raised concerns about safety and security if backing to a loading area or other incompatible use. Councilmember Green revised her comments to indicated she did feel it was a bad idea to connect the rear of two different types of properties, that it only be done when the breaks were out in the open and could be seen.

Commissioner Locke expressed her desire to discourage alleys, the same as cul-de sacs are discouraged.

**Discuss and Provide Direction on the
Development and Zoning Code Overhaul**

(Agenda Item 2)

Councilmember Jones indicated that better lighting was needed than what the City had now. He further advised he liked the wider sidewalk.

Deputy Mayor Pro Tem Ferguson expressed concern regarding meeting dark skies objectives, not impacting wildlife, light interfering with adjacent property owners' privacy, and bollard lights on sidewalks reflecting too much light up. Deputy Mayor Pro Tem Ferguson stated that the wider sidewalks allow for better social distancing. He indicated his concerns regarding shortened blocks as this is can be a trade-off with additional infrastructure costs impacting affordability and the desire to increase density.

Commissioner Lyng expressed concern that not all sides of town can accommodate a six-foot-wide sidewalk. Ms. Jarrell addressed these concerns and advised this would be implemented as properties redevelop. She stated that there may be some patchwork in the beginning; however, over time the goal would be to end up with wider sidewalks. She advised this would probably be a combination of public and private work.

The general consensus of the City Council and Planning & Zoning Commission was they were in support of the recommended changes.

The consultant team moved on to review slides regarding Make Lewisville More Green. Ms. Walz facilitated discussion on the following items to obtain the City Council and P&Z direction:

- Discussion
 - Allow the City Engineer the flexibility to approve alternative storm water designs to promote the best management practices.
 - Require street trees in certain areas to provide shade and protection for pedestrians but choose tree species and planting techniques carefully. **(TAR support with qualifications)**
 - EV-ready infrastructure would be required for certain land uses but requires more than just running conduit.

Discussion indicated there was agreement on the approach on street trees. In addition, they supported the EV-ready recommendation. The general consensus of the City Council and Planning & Zoning Commission was they were in support of the recommended changes.

The consultant team moved on to review slides regarding Make Compatible Development Easier To Do. Ms. Walz facilitated discussion on the following items to obtain the City Council and P&Z direction:

**Discuss and Provide Direction on the
Development and Zoning Code Overhaul**

(Agenda Item 2)

- Discussion
 - Increase width of utility easements from 15 feet to 20 feet but eliminate building setbacks.
 - Allow public utility lines to be placed under pavement, but property owner is responsible for replacement of pavement if repairs are needed.
 - Performance bonds require less up-front investment than escrow for the complete cost of public improvements.
 - Allow a developer to recoup costs of bridge construction through pro-rata as other adjacent properties develop.

Discussion was held that variance requests for public utility lines to be placed under payment have rarely been turned down by Council, so it makes sense to delegate them to staff.

The general consensus of the City Council and Planning & Zoning Commission was they were generally supportive of easement changes and allowing utilities under pavement and modifying setbacks because of efforts to streamline processes. Deputy City Manager Eric Ferris provided clarification on the situations where increasing the width of utility easements from 15 feet to 20 feet would result in narrower areas (easement and setback) for projects. Deputy Mayor Pro Tem Ferguson who wanted to ensure homeowners did not have to cover this the cost of repairing their driveways if lines were dug up in front of their homes.

The consultant team moved on to review slides regarding Create Flexibility for Infill Design. Ms. Walz facilitated discussion on the following items to obtain the City Council and P&Z direction:

- Discussion
 - Lots larger than 4,000 square feet in size could be front entry without a variance.
 - Special setback and design requirements for front- entry garages will be required.
 - Create a new alley design standard to serve small lot single-family and townhouse development.
 - A wider alley of 24 to 28 feet will provide better access for small single-family and townhouse lots, especially where they front onto open space.

**Discuss and Provide Direction on the
Development and Zoning Code Overhaul**

(Agenda Item 2)

Both Deputy Mayor Pro Tem Ferguson and Councilmember Green indicated they were not big fans of alleys. Deputy Mayor Pro Tem Ferguson advised that he felt they were contrary to affordable design goals. Councilmember Green expressed concern that they required 1.5 times the amount of infrastructure to be maintained and eventually replace. She stated that wider alleys with mews work well, especially when there are townhomes with no street in front of them. She also requested that consideration be given to visitor parking in these situations. Councilmember Jones stated if there were alleys, he wanted to see them wider. Deputy Mayor Pro Tem Ferguson recommended that side entry garages with no alley also be considered. The following discussions were also held:

- Comments on looking at ways to mitigate impact on front facing including varying garage setback, passthrough, door style, etc.
- Concerns with current alleys regarding minimum width and narrow design. Alleys may be allowed but with wider sections.
- Concern with mews alley and visitor parking, make sure to address.
- Comment about small front entry lots eliminating the possibility of on-street parking.

The consultant team will be doing further investigation to address issues including:

- Amount of land area devoted to paving under two approaches
- Impacts on housing affordability
- Ability of trucks to maneuver in alley at width proposed (which is wider than some existing alleys in Lewisville)
- Where people will park their own cars
- Where visitors will park, and whether a visitors' parking area is needed
- Clarify whether mews street design is just for developments facing open space, or if it to be used more broadly

The consultant team moved on to review slides regarding Clarify and Update Engineering Standards. Ms. Walz facilitated discussion on the following items to obtain the City Council and P&Z direction:

- Discussion
 - Coordinate storm water regulations in ordinance with the update to the Drainage Criteria Manual.
 - Standardize dedication and maintenance responsibilities for drainage and floodway easements.
 - Require "eyebrows" on streets with a more than 45- degree change in direction but adjust lot width and building setbacks accordingly.

**Discuss and Provide Direction on the
Development and Zoning Code Overhaul**

(Agenda Item 2)

(Mayor Durham left the room from 8:10 p.m. – 8:14 p.m.)

Discussion was held regarding leaving creeks in their natural state and clarifying maintenance responsibilities. Councilmember Green stated that that the development community was generally supportive of this direction for natural designs.

At the questioning of Councilmember Gilmore, Councilmember Green explained that an “eyebrow” looked like a partial cul-de-sac, curved out like an eyebrow. Deputy City Manager Eric Ferris showed a drawing of what an “eyebrow” on a street looked like. He advised the intent was to avoid two 90-degree angles of a street, vehicles get more outer radius than a 90-degree turn. He stated that they vehicles could be parked on this.

Commissioners Lyng began a discussion regarding street parking and if changes would be made to address parking concerns off versus on street. He stated that he felt parking should only be allowed on one side of the street. Additional discussion regarding residential parking was held about not wanting to see changes that cause higher vehicular speeds in neighborhoods. Councilmember Gilmore questioned if an eyebrow curb encouraged more street parking and higher speeds through a neighborhood. Deputy City Manager Eric Ferris advised that it gives a driver more maneuverability on the outside radius. Commissioner Locke indicated in her experience it also slows people down.

Deputy Mayor Pro Tem Ferguson stated if the concern was misusing the eyebrow for parking, signs could always be put up indicating no parking, if needed. Commissioner Miksa stated that if you wanted to get a good review of street parking, go onto the Next-Door app and see the anger people have in regard to unknown people parking in front of their homes.

Ms. Walz advised that the consultant team would clean the items reviewed, as well as including graphics and definitions to help describe the various items. She thanked everyone for participating.

The consultant team moved on to review slides regarding the Next Steps.

City Manager Barron thanked everyone for participating in the Joint Meeting. She advised that as long as there were no more COVID outbreaks, they were on track to hit the October timeframe.

*Attached to these minutes is the webinar chat that was utilized during the meeting.

**LEWISVILLE CITY COUNCIL AND
PLANNING AND ZONING COMMISSION
CALLED SPECIAL WORKSHOP SESSION
MAY 27, 2020**

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**Discuss and Provide Direction on the
Development and Zoning Code Overhaul**

(Agenda Item 2)

Adjournment

(Agenda Item 3)

Chairman Jim Davis adjourned the Planning & Zoning Commission by acclamation at 8:32 p.m.

MOTION: Upon a motion made by Deputy Mayor Pro Tem Ferguson and seconded by Mayor Pro Tem Troyer, the Council voted five (5) “ayes” and no (0) “nays” to adjourn the Called-Special Session of the Lewisville City Council at 8:32 p.m. on Monday, May 27, 2020. The motion carried.

These minutes approved by the Lewisville City Council on the 15th day of June, 2020.

APPROVED

APPROVED

Rudy Durham
MAYOR

James Davis
CHAIRMAN

ATTEST:

Julie Worster
CITY SECRETARY



Development Code Overhaul

Joint Workshop #3

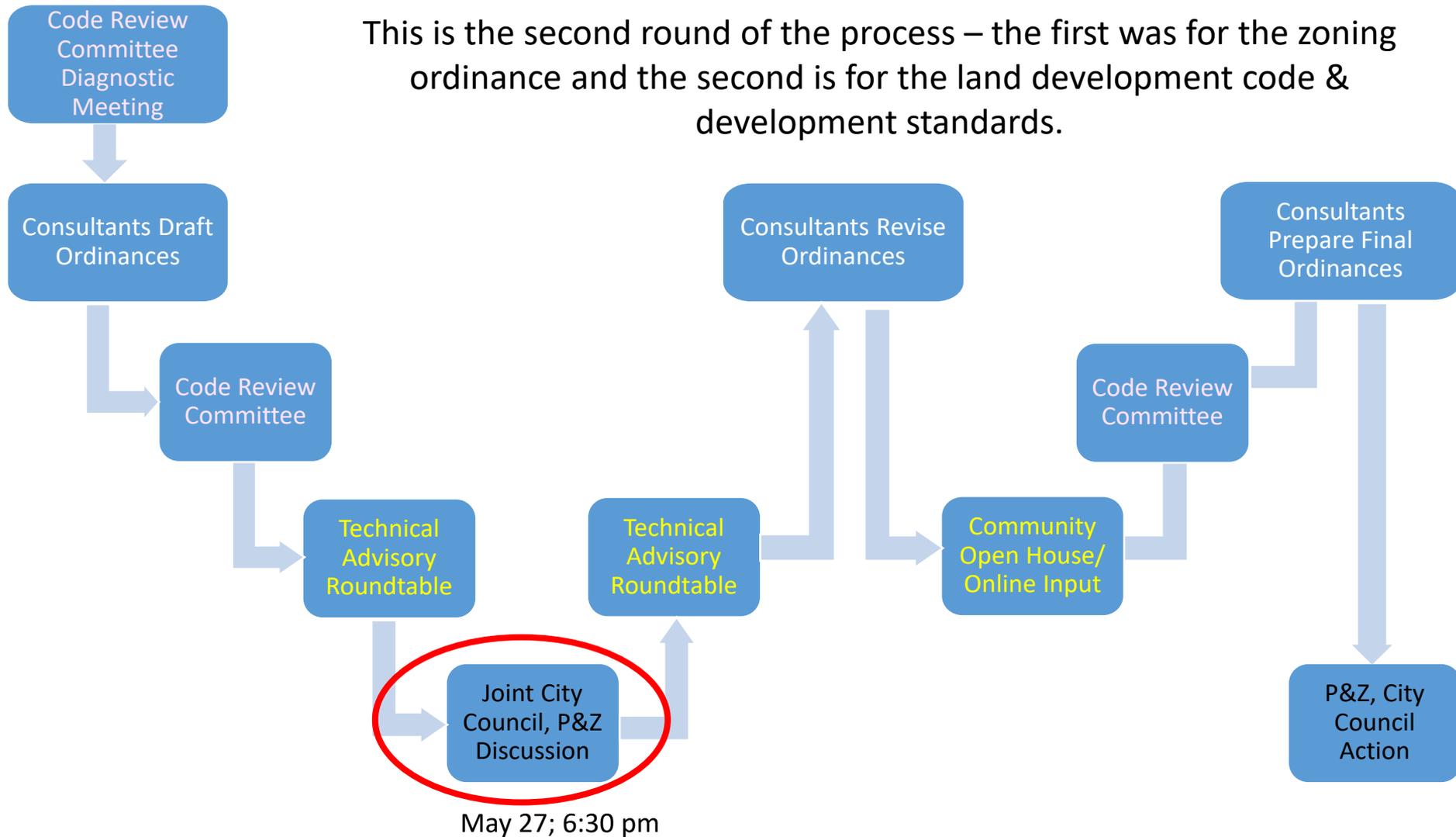
May 27, 2020

Agenda

1. Overview – Unified Development Code Structure
2. Discussion and Direction
 - Discussion Format
 - Six Major Topics
 - Presentation, Discussion and Direction
3. Other Topics
4. Next Steps
5. Adjourn

Ordinance Feedback Process

This is the second round of the process – the first was for the zoning ordinance and the second is for the land development code & development standards.



1. Overview – Unified Development

Code Structure

√ Unified Development Code

- ARTICLE I. GENERAL PROVISIONS
- ARTICLE II. DEFINITIONS
- ARTICLE III. DEVELOPMENT PROCEDURES
- ARTICLE IV. RELIEF PROCEDURES
- ARTICLE V. ZONING DISTRICTS
- ARTICLE VI. USES AND SUPPLEMENTAL USE REGULATIONS
- ARTICLE VII. DESIGN AND DEVELOPMENT STANDARDS
- ARTICLE VIII. NONCONFORMITIES
- ARTICLE IX. LAND DEVELOPMENT REGULATIONS
- ARTICLE X. THOROUGHFARE STANDARDS
- ARTICLE XI. PARK DEVELOPMENT REGULATIONS
- ARTICLE XII. SIGNS

Provisions in red are
being addressed now.

Article IX: Land Development Regulations

- CHAPTER 1. General Provisions
 - Section 1. Purpose
 - Section 2. Applicability
- CHAPTER 2. Requirements for Public Improvements and Design
 - Section 1. Adequate Public Facilities and Dedication Required
 - Section 2. Lots and Blocks
 - Section 3. Streets and Right-of-Way Requirements
 - Section 4. Easements
 - Section 5. Grading and Filling Requirements
 - Section 6. Drainage and Stormwater Controls
 - Section 7. Water and Sanitary Sewer Requirements
 - Section 8. Private Utilities
 - Section 9. Fire Protection
 - Section 10. Park and Other Public Use Dedication
 - Section 11. Avigation Release
- CHAPTER 3. Assurance for Completion and Maintenance of Improvements
 - Section 1. Improvements and Subdivision Improvement Agreement
 - Section 2. Construction Procedures and Management
 - Section 3. Inspection of Public Improvements
 - Section 4. Deferral of Required Improvements
 - Section 5. Issuance of Building Permits and Certificates of Occupancy
 - Section 6. Participation and Escrow Requirements

Article X. Thoroughfare Standards

- CHAPTER 1. General Provisions
 - Section 1. Purpose
 - Section 2. Applicability
- Chapter 2. Street Design Standards
- Chapter 3. Median and Left Turn Design Standards
- Chapter 4 Alley and Service Road Design Standards
- Chapter 5. Driveway Design Standards
- Chapter 6. Sidewalk and Location Design Standards
- Chapter 7. Public ROW Visibility

Articles XI and XII.

- Article XI. Park Development Standards
 - Includes current development standards.
 - Moves fees to general fee schedule to make updates easier.
- Article XII. Signs
 - Moves all sign regulations into the development ordinance for ease of use by developers and sign contractors.
 - No new changes proposed.

Adoption Schedule

- The zoning sections of the new ordinance have been drafted and are in review by staff.
- Adoption of both zoning and land development regulations together in late fall.

Questions & Discussion on Structure?

Unified Development Code Structure

- ARTICLE I. GENERAL PROVISIONS
- ARTICLE II. DEFINITIONS
- ARTICLE III. DEVELOPMENT PROCEDURES
- ARTICLE IV. RELIEF PROCEDURES
- ARTICLE V. ZONING DISTRICTS
- ARTICLE VI. USES AND SUPPLEMENTAL USE REGULATIONS
- ARTICLE VII. DESIGN AND DEVELOPMENT STANDARDS
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- ARTICLE IX. LAND DEVELOPMENT REGULATIONS
- ARTICLE X. THOROUGHFARE STANDARDS
- ARTICLE XI. PARK DEVELOPMENT REGULATIONS
- ARTICLE XII. SIGNS

2. Discussion and Direction

Discussion Format

- Six major topics
- Brief presentation
 - Some items with agreement.
 - Some items for discussion and direction.
- Facilitated discussion
 - All City Council and P&Z members participate.
 - Not binding decisions.
- Result: direction the consultant team can use in continuing to draft the ordinance

Changes Designed to ...

- i. Streamline Development Review and Variance Process
- ii. Make Lewisville more pedestrian and bike-friendly
- iii. Make Lewisville more green
- iv. Make compatible development easier to do
- v. Create flexibility for infill design
- vi. Clarify and update engineering standards

i. Streamline Development Review and Variance Process

Streamline Development Review and Variance Process

- Why

- Provide clear and simple procedures for developers and consultants to follow.
- Reduce the need for variance requests.
- Make more efficient use of Council, Commission and staff time.
- Save the developer time and money by streamlining the process.

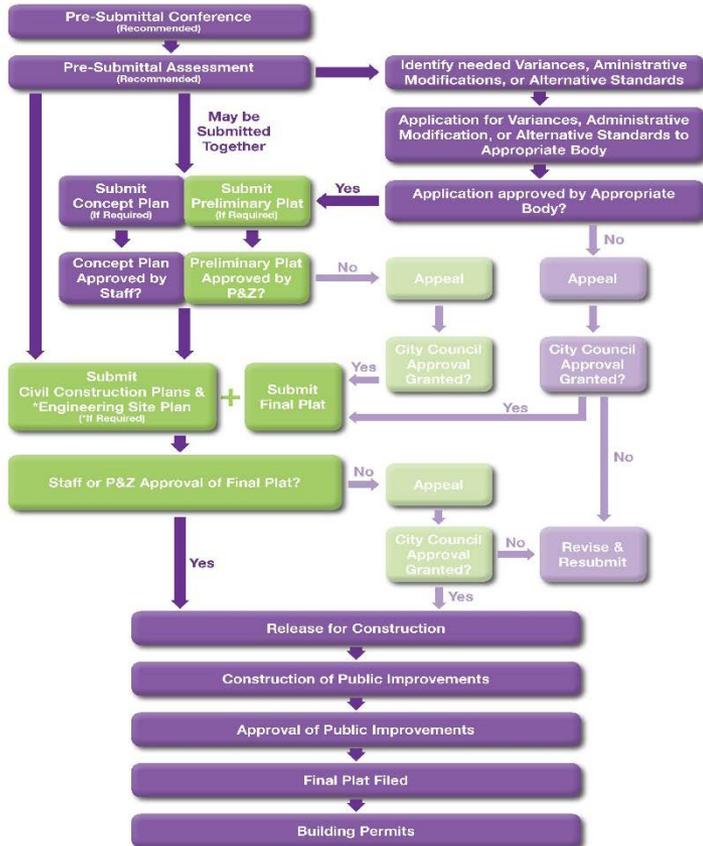
Streamline Development Review and Variance Process

- What

- Streamline Development Review Flowchart and Process.



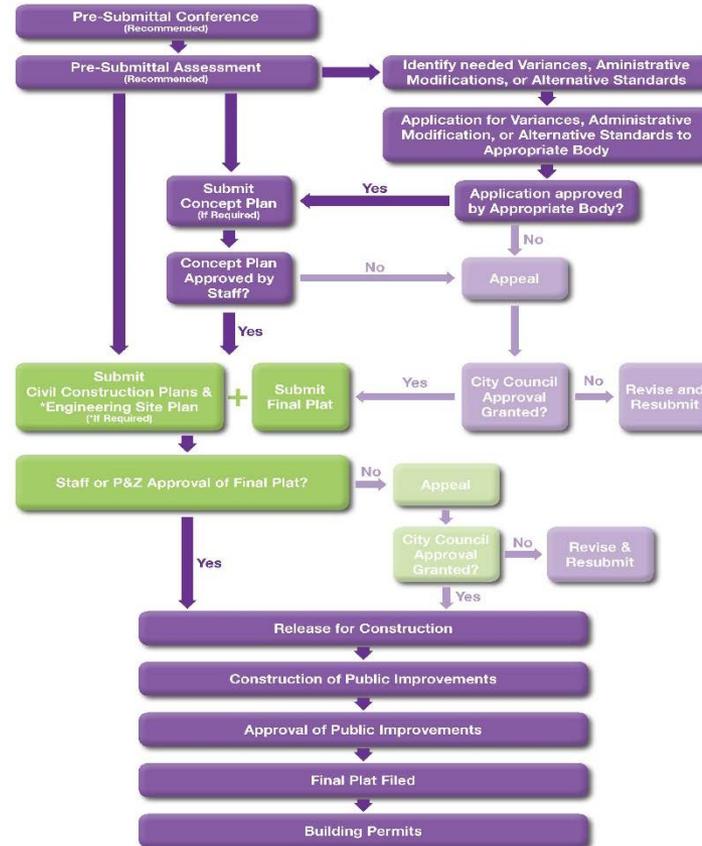
UNPLATTED RESIDENTIAL OR COMMERCIAL SUBDIVISION



*Green denotes development process steps included in the 30-day shot clock subject to submittal date.



PREVIOUSLY PLATTED MULTI-FAMILY OR COMMERCIAL SUBDIVISION



*Green denotes development process steps included in the 30-day shot clock subject to submittal date.

Streamline Development Review and Variance Process

• What

- Clarify and streamline responsibilities of staff, Commission and Council to maximize effectiveness.

BOARD OF ADJUSTMENTS	
ACTION	APPEAL
ZONING VARIANCE	DISTRICT COURT
SPECIAL EXCEPTIONS	DISTRICT COURT
SIGN VARIANCE	DISTRICT COURT
REASONABLE ACCOMMODATIONS FOR PERSONS WITH DISABILITIES	CITY COUNCIL

EXAMPLES – LOT COVERAGE, HEIGHT VARIANCE, SIGN SIZE

PLANNING DIRECTOR	
ACTION	APPEAL
ADMINISTRATIVE MODIFICATIONS -- UP TO 10% FOR NUMERIC STANDARDS (DEVELOPMENT STANDARDS ONLY)	CITY COUNCIL
ADMINISTRATIVE MODIFICATIONS -- MODIFICATION OR WAIVER OF SPECIFIED STANDARDS	CITY COUNCIL

EXAMPLES – BUILDING SETBACKS, TYPE OF REQUIRED SCREENING, PARKING REQUIREMENTS

CITY ENGINEER	
ACTION	APPEAL
ADMINISTRATIVE MODIFICATIONS OF SUBDIVISION, THOROUGHFARE AND ENGINEERING DESIGN STANDARDS	CITY COUNCIL
MODIFICATION OR WAIVER OF STANDARDS	CITY COUNCIL

EXAMPLES – DRIVEWAY AND MEDIAN SPACING, ALTERNATIVE STORMWATER DESIGN, CONTROL OF ACCESS

PLANNING AND ZONING COMMISSION	
ACTION	APPEAL
ALTERNATIVE STANDARDS -- NUMERICAL STANDARDS GREATER THAN 10% BUT LESS THAN 25% FOR LANDSCAPING	CITY COUNCIL
ALTERNATIVE STANDARDS – NUMERICAL STANDARDS GREATER THAN 10% BUT LESS THAN 60%	CITY COUNCIL

EXAMPLES – WIDTH OF LANDSCAPED EDGES, PARKING REDUCTIONS GREATER THAN 10%

Streamline Development Review and Variance Process

- What

- Clarify and streamline responsibilities of staff, Commission and Council to maximize effectiveness.

CITY COUNCIL
ACTION
ALTERNATIVE STANDARDS – GREATER THAN 25% FOR LANDSCAPING
ALTERNATIVE STANDARDS – GREATER THAN 60% FOR DEVELOPMENT STANDARDS
APPEALS OF DECISIONS BY THE PLANNING DIRECTOR, CITY ENGINEER AND P&Z

EXAMPLES – LANDSCAPED EDGE WIDTH, NUMBER OF TREES

Streamline Development Review and Variance Process

- Discussion

- Streamline Development Review Flowchart and Process.
- Clarify and streamline responsibilities of staff, Commission and Council to maximize effectiveness.

*ii. Make Lewisville More Pedestrian and
Bike-Friendly*

Make Lewisville more pedestrian- and bike-friendly

- Why
 - Promote equity for all travel modes through provision for pedestrians and bicyclists.



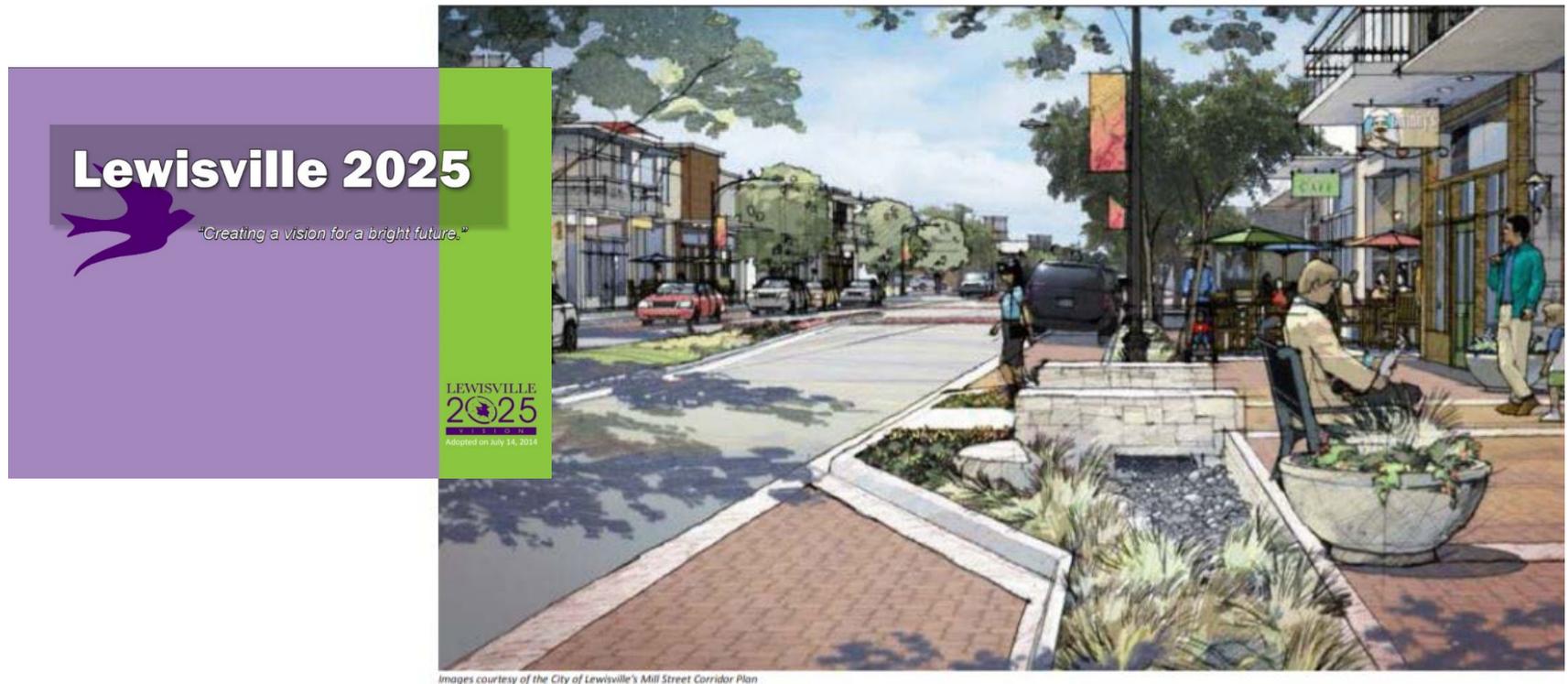
Make Lewisville more pedestrian- and bike-friendly

- Why
 - Aligns with adopted Complete Streets policy.



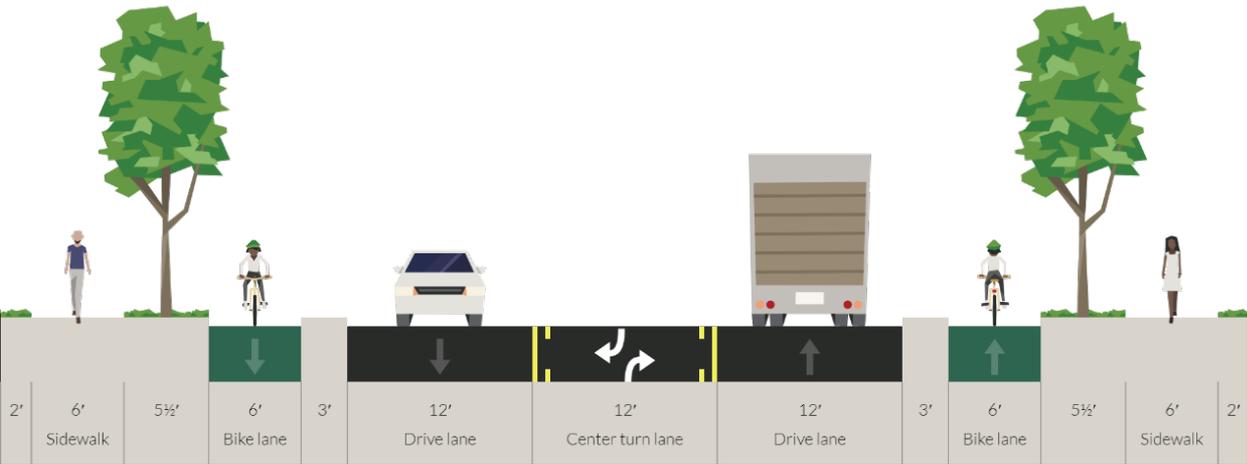
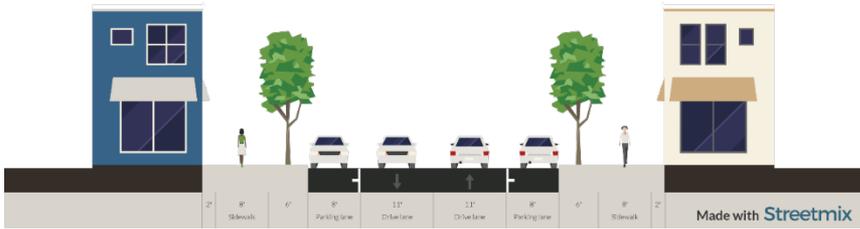
Make Lewisville more pedestrian- and bike-friendly

- Why
 - Identified priority from Small Area Plan process and 2025 update.



Make Lewisville more pedestrian- and bike-friendly

- What
 - Provide street cross-sections that support multi-modal use.



Make Lewisville more pedestrian- and bike-friendly

- What

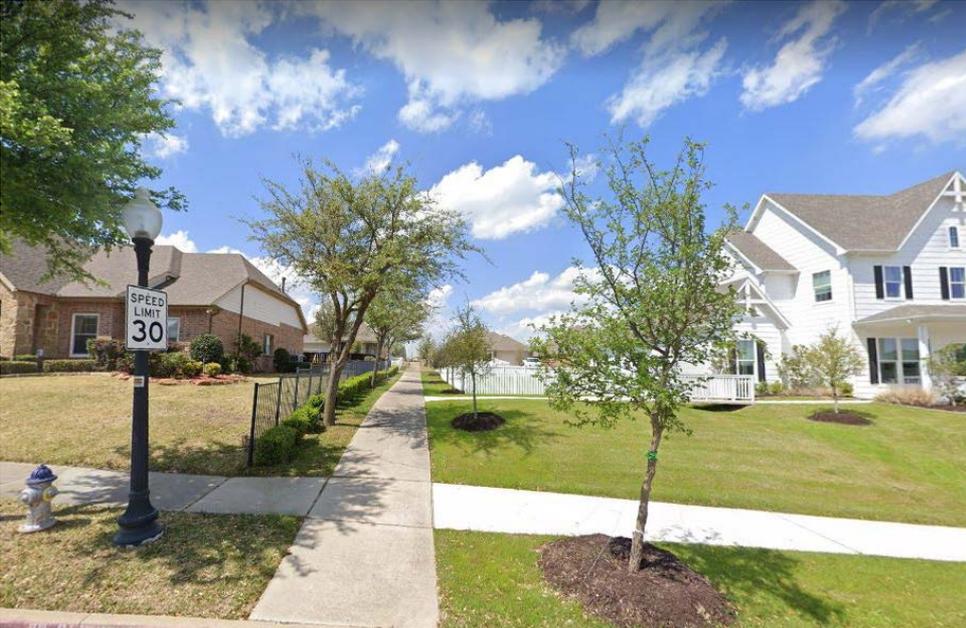
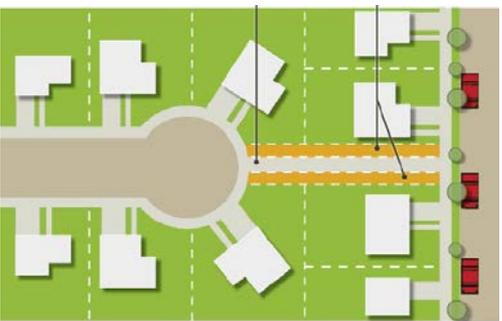
- Shorten block lengths.
- Decrease maximum block length from 1800 feet to 600-800 feet, with pedestrian pass-throughs for longer blocks.



Make Lewisville more pedestrian- and bike-friendly

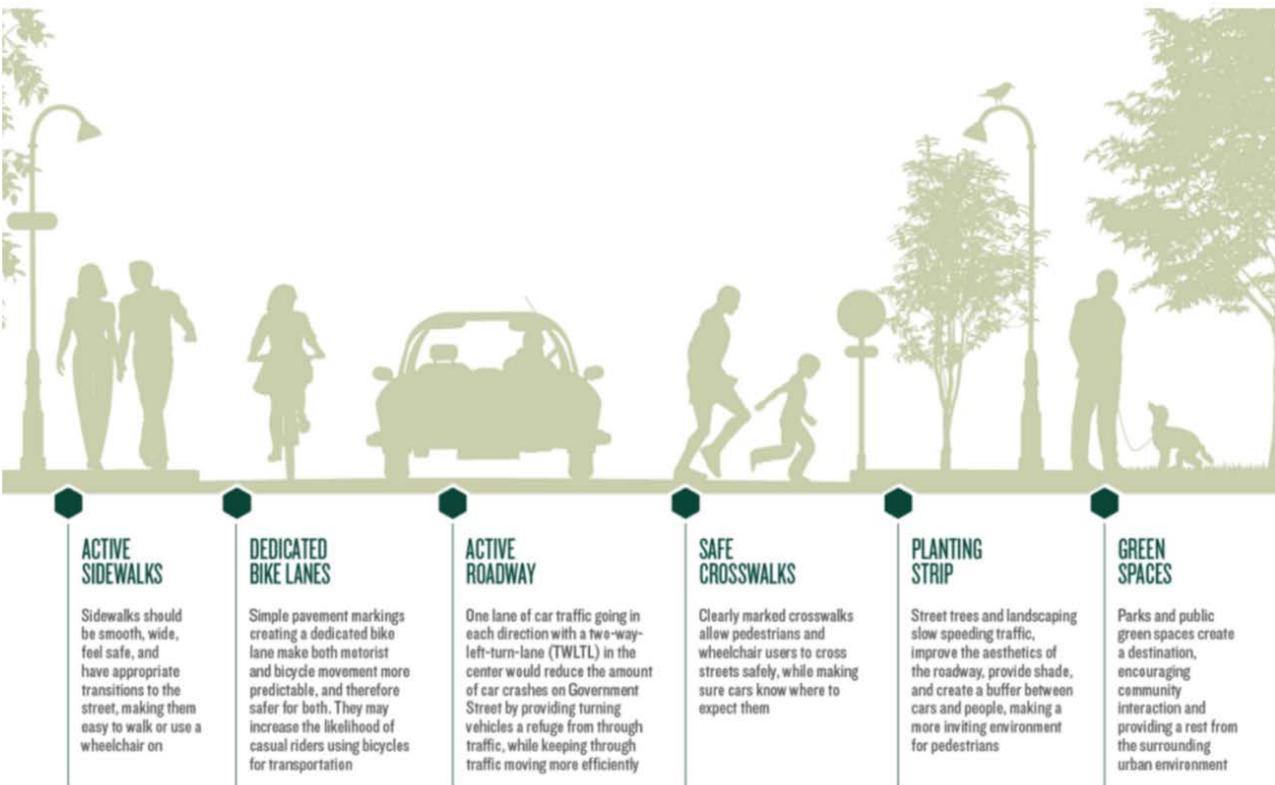
- What

- 'Soft ban' on cul-de-sacs and requirement of pedestrian pass-through.
- Allow cul-de-sacs only as an alternative standard and require pedestrian pass-throughs at the end of the bulb.



Make Lewisville more pedestrian- and bike-friendly

- What
 - Incorporate “Complete Streets” requirements.



Make Lewisville more pedestrian- and bike-friendly

- What
 - Ensure pedestrian areas are well/adequately lit.



Make Lewisville More Pedestrian and Bike Friendly

- Discussion

- Implement Complete Streets concepts where appropriate.
- Increase minimum sidewalk width to 6 feet.
- Decrease maximum block length from 1800 feet to 600-800 feet, with pedestrian pass-throughs for longer blocks.
- Allow cul-de-sacs only as an alternative standard and require pedestrian pass-throughs at the end of the bulb.
- Require a minimum level of lighting for sidewalks and trails on private property.

iii. Make Lewisville More Green

Make Lewisville more green

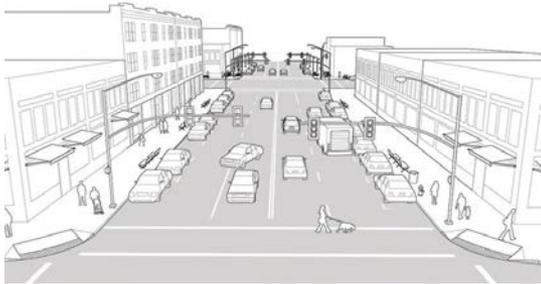
- Why

- To implement Lewisville 2025.
- To be a more sustainable and healthier community.
- To reduce energy use.



Make Lewisville more green

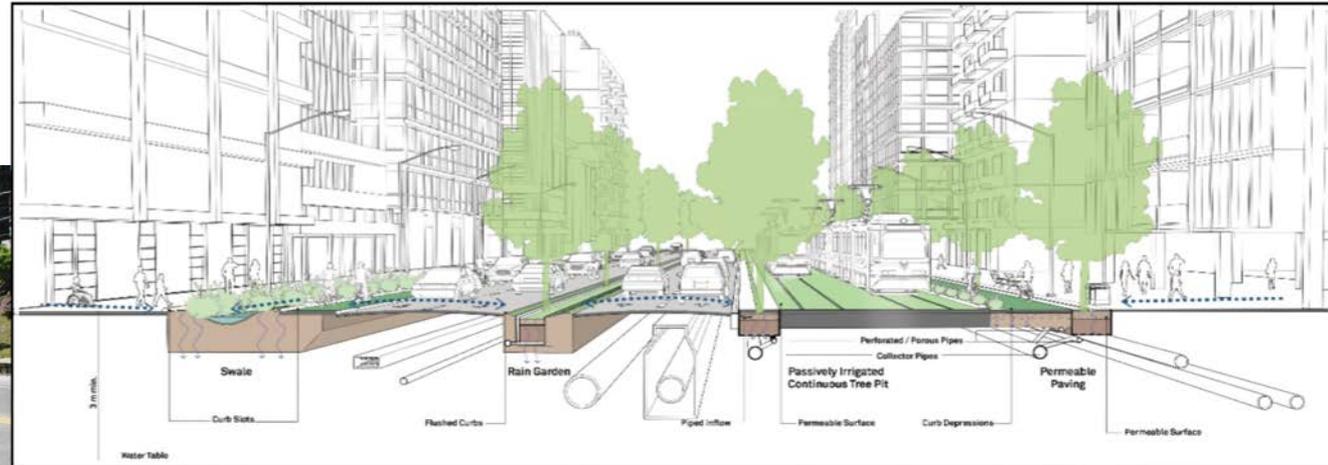
- What
 - Require street trees in key locations and provide design standards that balance shade and cooling benefits with impacts on adjacent infrastructure.



Make Lewisville more green

- What

- Coordinate with drainage manual updates for green infrastructure design.
- Allow the City Engineer the flexibility to approve alternative storm water designs to promote best management practices.



Queen Lane, PHILADELPHIA
Philadelphia Water Department

Make Lewisville more green

- What

- Include provisions for EV-ready design.
- EV-ready infrastructure would be required for certain land uses but requires more than just running conduit.



Make Lewisville More Green

- Discussion

- Allow the City Engineer the flexibility to approve alternative storm water designs to promote best management practices.
- Require street trees in certain areas to provide shade and protection for pedestrians, but choose tree species and planting techniques carefully. **(TAR support with qualifications)**
- EV-ready infrastructure would be required for certain land uses but requires more than just running conduit.

*iv. Make Compatible Development
Easier To Do*

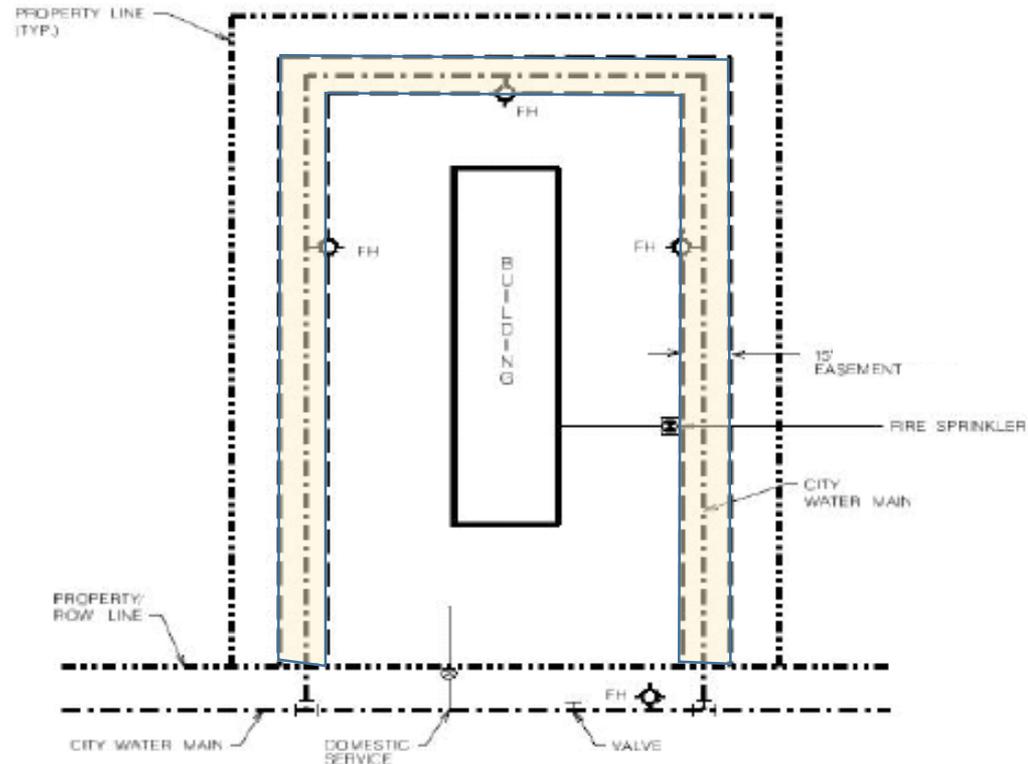
Make compatible development easier to do

- Why
 - To streamline process when development is consistent with city's vision and policies.



Make compatible development easier to do

- What
 - Allow public utility lines to be placed under pavement, but property owner is responsible for replacement of pavement if repairs are needed.
 - Increase width of utility easements from 15 feet to 20 feet but eliminate building setbacks.



Make compatible development easier to do

- What



- Allow performance bonds as well as escrow for infrastructure surety.
- Update developer's share of infrastructure to reflect proportionate impacts.
- Allow staff to approve Administrative Modifications to streamline process when development is consistent with city's vision and policies.

Make compatible development easier to do

- Allow a developer to recoup costs of bridge construction through pro-rata as other adjacent properties develop.

Make compatible development easier to do

- Discussion

- Increase width of utility easements from 15 feet to 20 feet but eliminate building setbacks.
- Allow public utility lines to be placed under pavement, but property owner is responsible for replacement of pavement if repairs are needed.
- Performance bonds require less up-front investment than escrow for the complete cost of public improvements.
- Allow a developer to recoup costs of bridge construction through pro-rata as other adjacent properties develop.

v. Create Flexibility for Infill Design

Create flexibility for infill design

- Why

- To make it easier to revitalize developed parts of Lewisville
- To create more opportunities for 'close-in' living and working.

Create flexibility for infill design

- What
 - Front-access and alley design standards.
 - Garage placement.



Front Entry vs Rear Entry Townhomes

Create flexibility for infill design

- What

- Special setback and design requirements for front-entry garages will be required.



Impact on:

- pedestrian zone
- on-street parking
- entries and porches
- vegetation

Create flexibility for infill design

- What
 - Special setback and design requirements for front-entry garages will be required.



Front Entry vs Rear Entry on 50 foot lots

Create flexibility for infill design

- What

- Lots larger than 4,000 square feet in size could be front entry without a variance.



Front Entry vs Rear Entry on 40 foot lots

Create flexibility for infill design



Create flexibility for infill design

- Discussion

- Lots larger than 4,000 square feet in size could be front entry without a variance.
- Special setback and design requirements for front-entry garages will be required.
- Create a new alley design standard to serve small lot single-family and townhouse development.
- A wider alley of 24 to 28 feet will provide better access for small single-family and townhouse lots, especially where they front onto open space.

vi. Clarify and Update Engineering Standards

Clarify and update engineering standards

- Why
 - Improve traffic circulation and reduce accidents where residential streets change direction.
 - Leave more creeks and drainageways in a natural state.

Clarify and update engineering standards

- What

- Coordinate storm water regulations in ordinance with the update to the Drainage Criteria Manual.
- Standardize dedication and maintenance responsibilities for drainage and floodway easements.
- Require “eyebrows” on streets with a more than 45-degree change in direction, but adjust lot width and building setbacks accordingly.

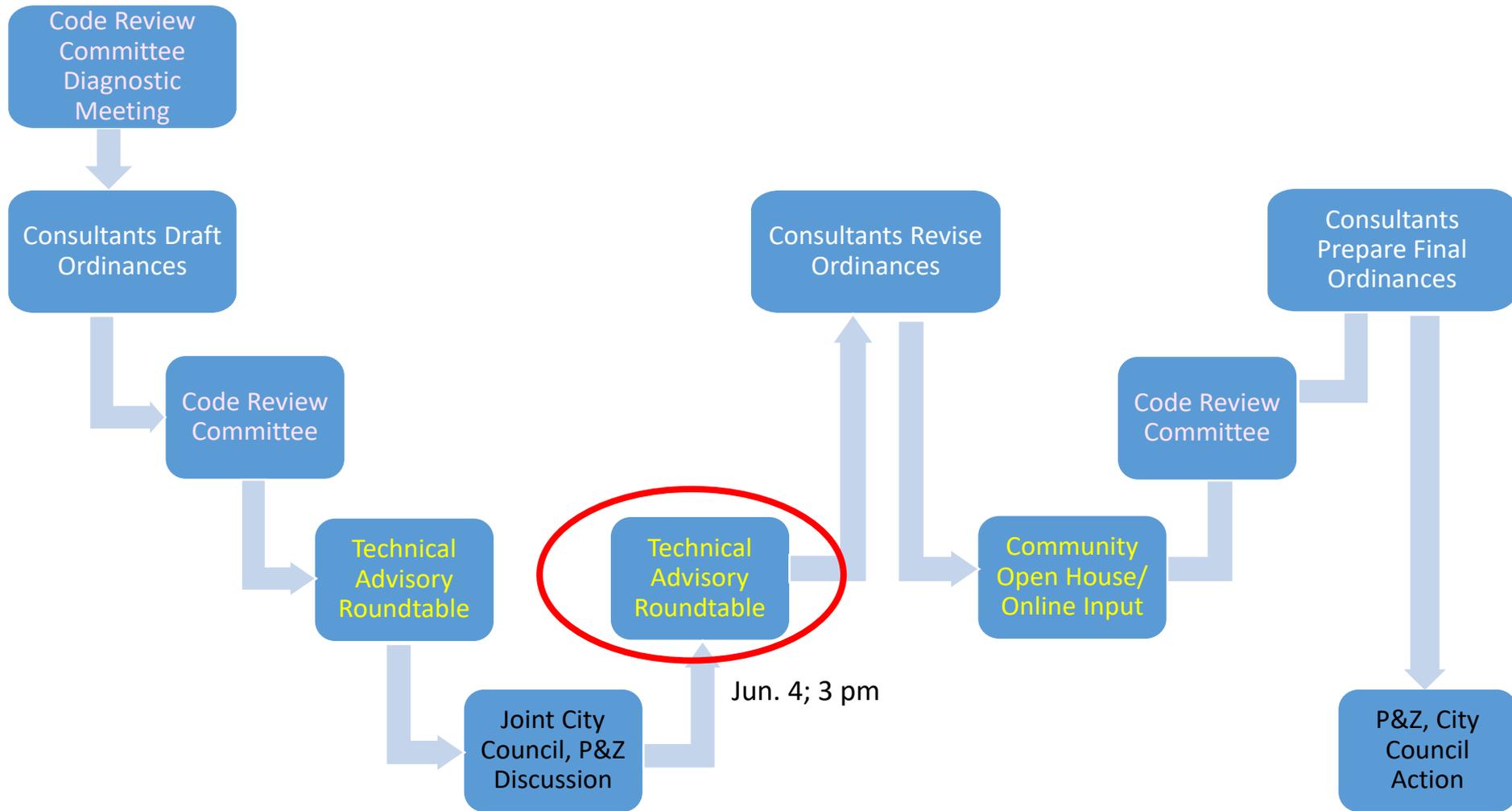
Clarify and update engineering standards

- Discussion
 - Coordinate storm water regulations in ordinance with the update to the Drainage Criteria Manual.
 - Standardize dedication and maintenance responsibilities for drainage and floodway easements.
 - Require “eyebrows” on streets with a more than 45-degree change in direction, but adjust lot width and building setbacks accordingly.

3. *Other Topics*

4. *Next Steps*

Ordinance Feedback Process



5. Adjourn

Hand raise!

From TJ Gilmore, Councilmember Place No. 3 to All Panelists: 07:18 PM

agreed on cul-de-sac

From TJ Gilmore, Councilmember Place No. 3 to All Panelists: 07:29 PM

maybe ask for park swap for culdesac softening?

just thinking out loud.

From Karen Locke, Commissioner, Planning and Zoning to All Panelists: 07:30 PM

like the park swap

From Karen Walz, Consultant - Plan for Action to All Panelists: 07:31 PM

Yes, TJ, that could be an option.

Thanks, Karen.

From Karen Locke, Commissioner, Planning and Zoning to All Panelists: 07:57 PM

agreeing with Neil and Kristen. not an alley fan. never see neighbors and security issues

From Karen Walz, Consultant - Plan for Action to All Panelists: 07:57 PM

Thank you for that comment, Karen.

From Karen Locke, Commissioner, Planning and Zoning to All Panelists: 07:58 PM

I have rear entry, side drive, gated. I do like it, downside is so much concrete

From Karen Walz, Consultant - Plan for Action to All Panelists: 07:59 PM

Thanks!

From Karen Locke, Commissioner, Planning and Zoning to All Panelists: 08:03 PM

a townhouse development of Southwest Pkwy designed a visitor lot

From MaryEllen Miksa, Commissioner, Planning and Zoning to All Panelists: 08:15 PM

thanks for that TJ

From TJ Gilmore, Councilmember Place No. 3 to All Panelists: 08:20 PM

So what does the eyebrow solve for?

From Karen Locke, Commissioner, Planning and Zoning to All Panelists: 08:21 PM

hand up

From Karen Walz, Consultant - Plan for Action to All Panelists: 08:21 PM

Yes, I see you - you'll be next