



151 W. Church Street  
Lewisville, TX 75057

**City of Lewisville, TX**  
**Agenda**  
**Called-Special Workshop Session**  
**Joint Meeting of the City Council and**  
**Planning and Zoning Commission**

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**Wednesday, May 27, 2020**

**6:30 P.M.**

**Zoom Meeting Will be Held**  
**Links for the Meeting are**  
**Contained Below**

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Due to the closing of all city facilities, the joint City Council and Planning and Zoning Commission meeting scheduled for Wednesday, May 27<sup>h</sup>, will only be open to public via remote access. This is pursuant to Governor Greg Abbott's temporary suspension of various provisions of the Texas Open Meetings Act to allow for telephonic or videoconference meetings of governmental bodies that are accessible to the public in an effort to reduce in-person meetings that assemble large groups of people.

Citizens/Visitors wanting to access the meeting may go to <https://cityoflewisville.zoom.us/j/94548089128> or call 888.475.4499 (Toll Free) or 877.853.5257 (Toll Free) using the following information: Webinar ID: 945 4808 9128. Listeners must sign-in to the event in order to comment. Please use the "raise hand" function to participate in any public hearing process while using the zoom application. If you have called in to the meeting, press \*9 to raise your hand and speak. If you have a technical issue connecting to this meeting, or during the meeting, call 817.938.4409 or e-mail [planning@cityoflewisville.com](mailto:planning@cityoflewisville.com).

Comments will be accepted via e-mail until 5 p.m. prior to the meeting. To submit a comment, please e-mail [planning@cityoflewisville.com](mailto:planning@cityoflewisville.com) with the agenda date and agenda number in the subject line of the e-mail. Please include your name and physical address for the record.

- 1. CALL TO ORDER AND ANNOUNCE THAT A QUORUM IS PRESENT.**
- 2. DISCUSS AND PROVIDE DIRECTION ON THE DEVELOPMENT AND ZONING CODE OVERHAUL.**
- 3. ADJOURNMENT.**

**NOTICE OF ASSISTANCE AT THE PUBLIC MEETINGS**

The City will provide appropriate auxiliary aids and services, including sign language interpreters and assisted listening devices, whenever necessary to ensure effective communication with members of the public who have hearing, sight or speech impairments, unless doing so would result in a fundamental alteration of its programs or an undue financial burden. A person who requires an accommodation or auxiliary aid or service to participate in a City program, service or activity, should contact the sponsoring Department, or the Human Resource Department at 972-219-3450 or by Fax at 972-219-5005 as far in advance as possible but no later than 48 hours before the scheduled event.



# Development Code Overhaul

## *Joint Workshop #3*

*May 27, 2020*

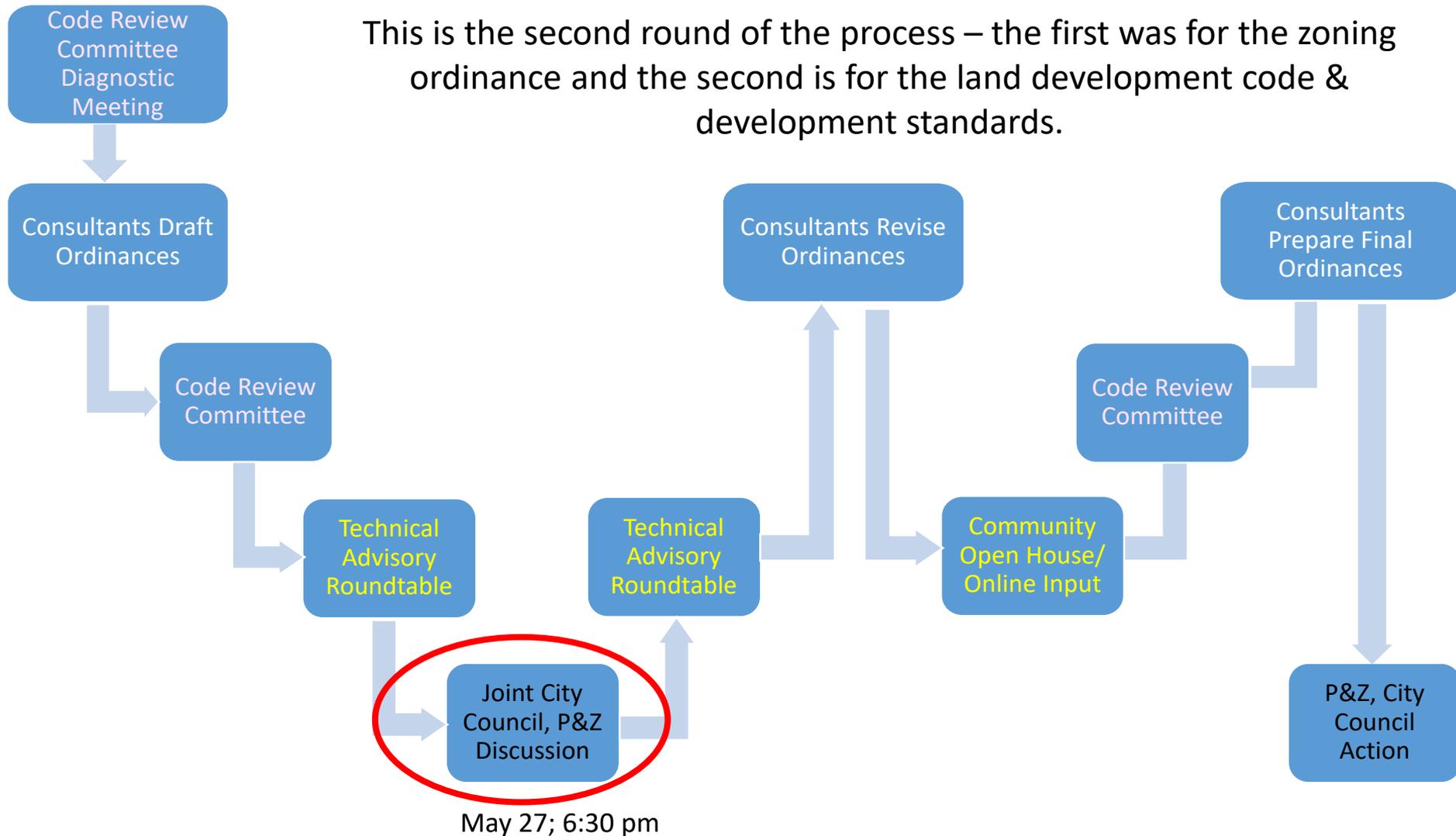
# Agenda

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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
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- 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.

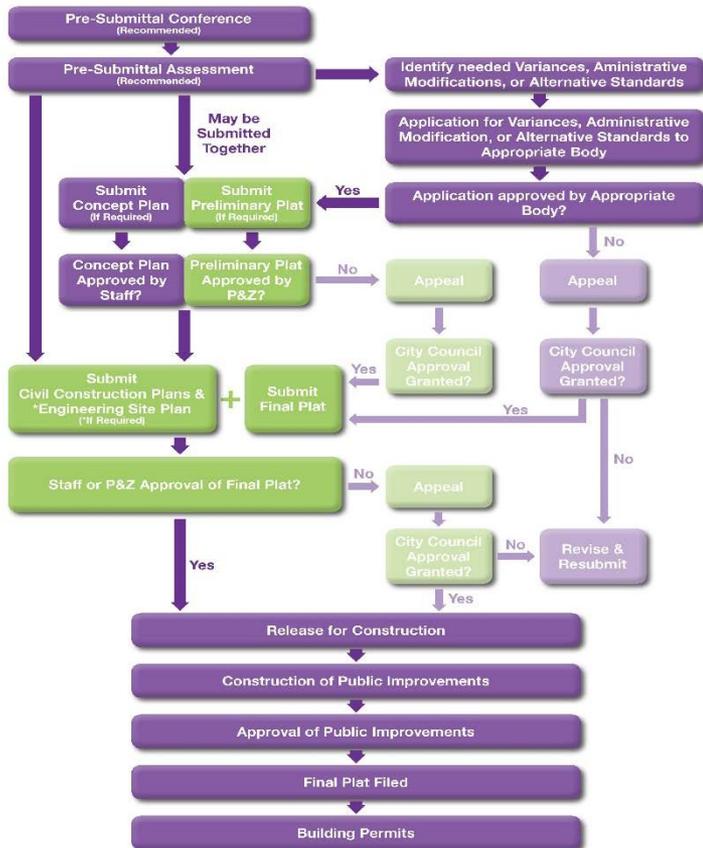
# Streamline Development Review and Variance Process

- What

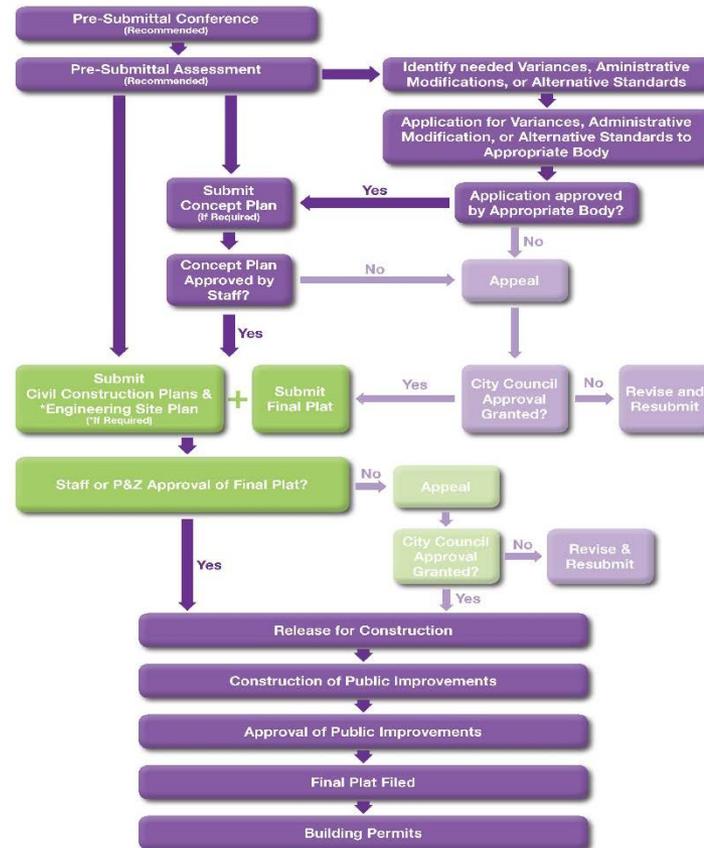
- Streamline Development Review Flowchart and Process.



## UNPLATTED RESIDENTIAL OR COMMERCIAL SUBDIVISION



## PREVIOUSLY PLATTED MULTI-FAMILY OR COMMERCIAL SUBDIVISION



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

\*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

*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

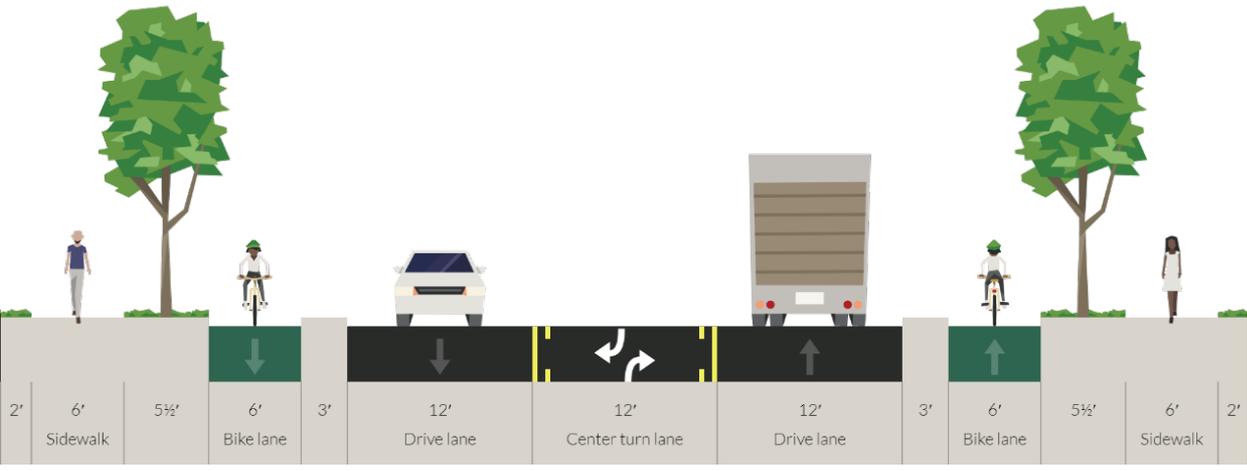
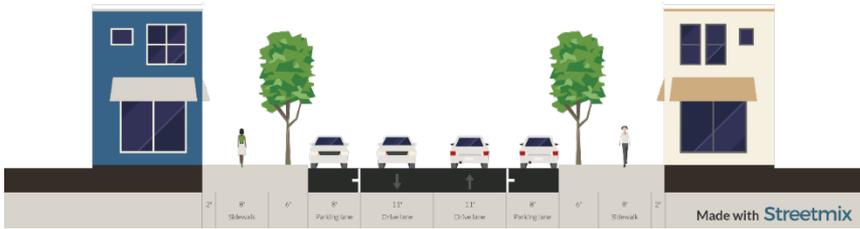
- Why
  - Identified priority from Small Area Plan process and 2025 update.



Images courtesy of the City of Lewisville's Mill Street Corridor Plan

# Make Lewisville more pedestrian- and bike-friendly

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



# Make Lewisville more pedestrian- and bike-friendly

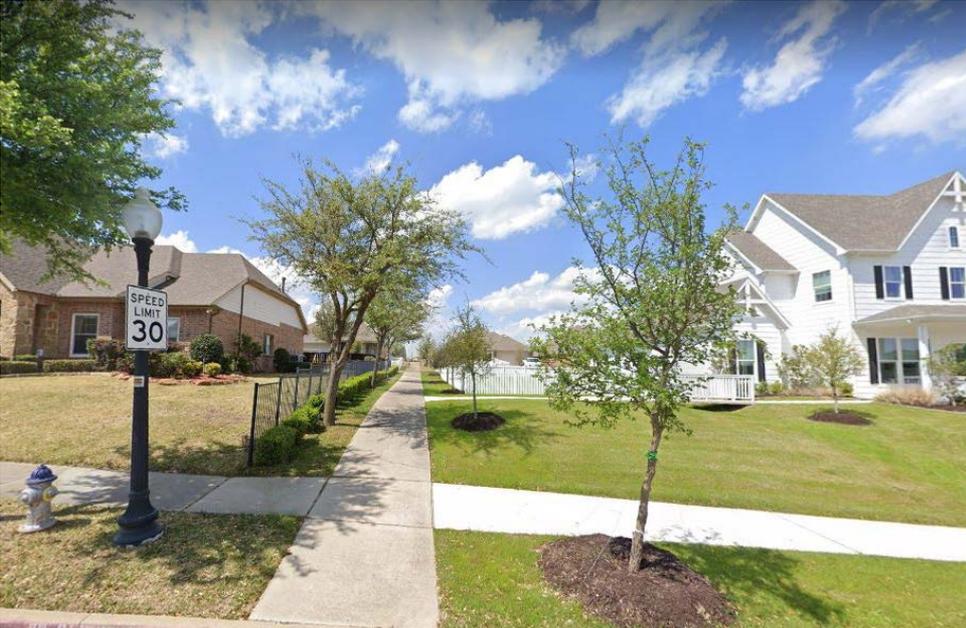
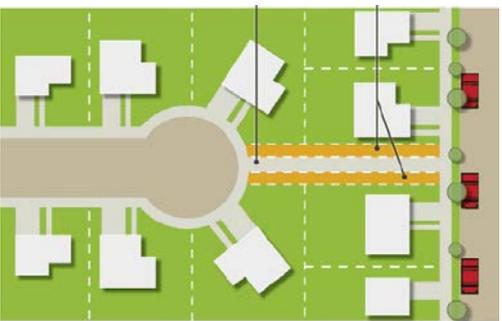
- What
  - Shorten block lengths.
  - Decrease maximum block length from 1800 feet to 600-800 feet, with pedestrian pass-throughs for longer blocks.



# Make Lewisville more pedestrian- and bike-friendly

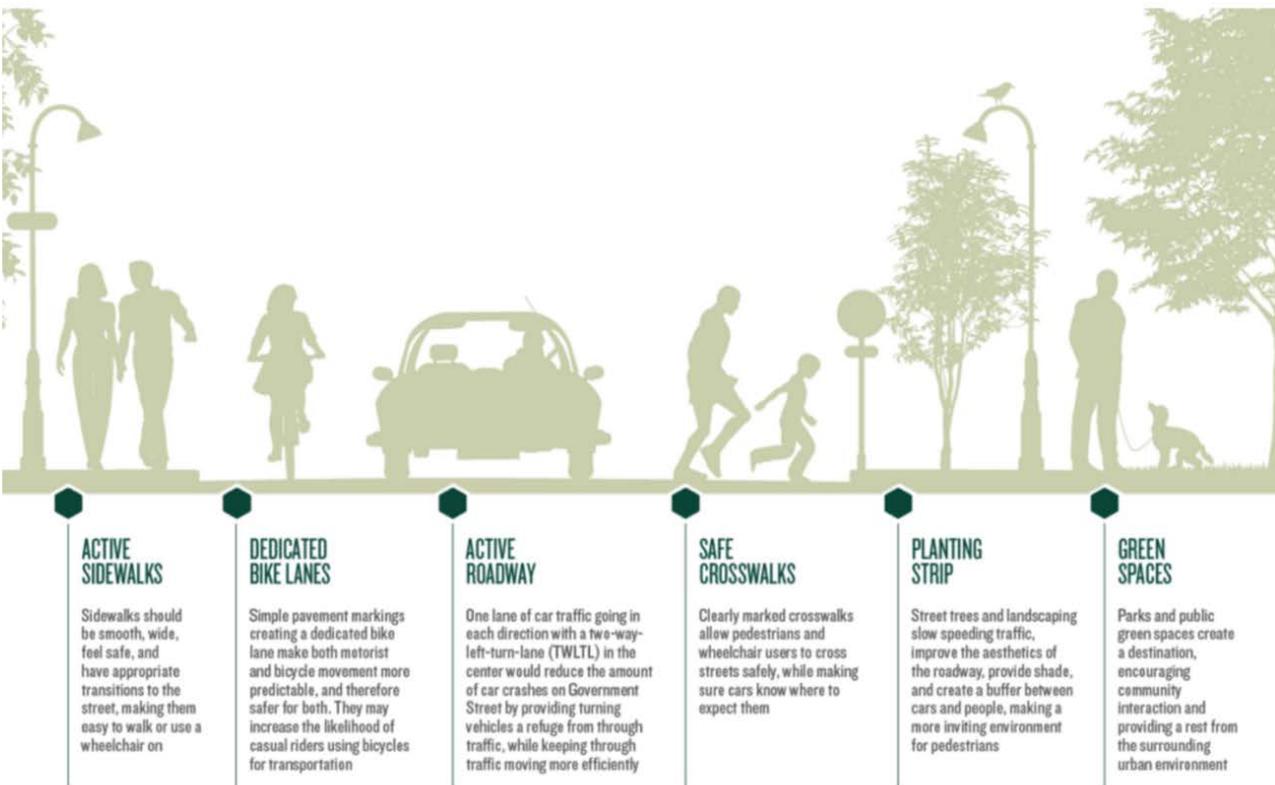
- What

- '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

- 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

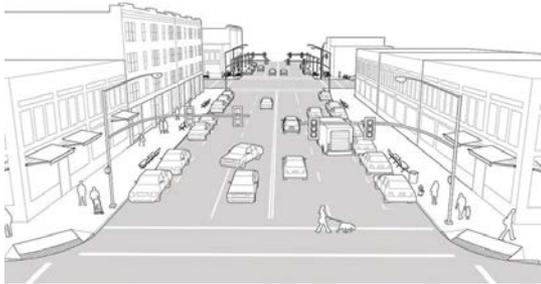
- Why

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



# Make Lewisville more green

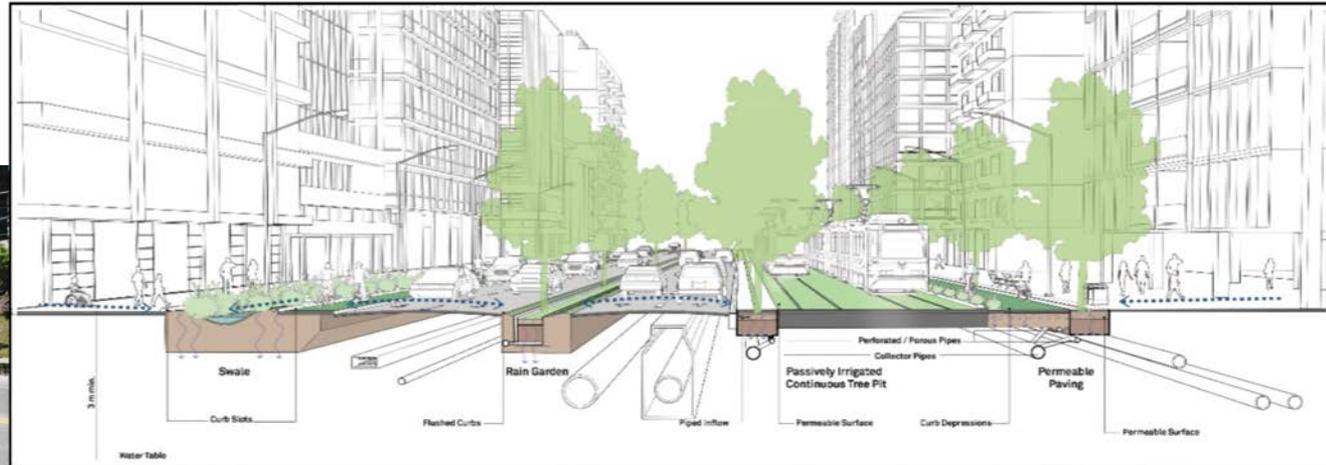
- What
  - Require street trees in key locations and provide design standards that balance shade and cooling benefits with impacts on adjacent infrastructure.



# 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

- 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*

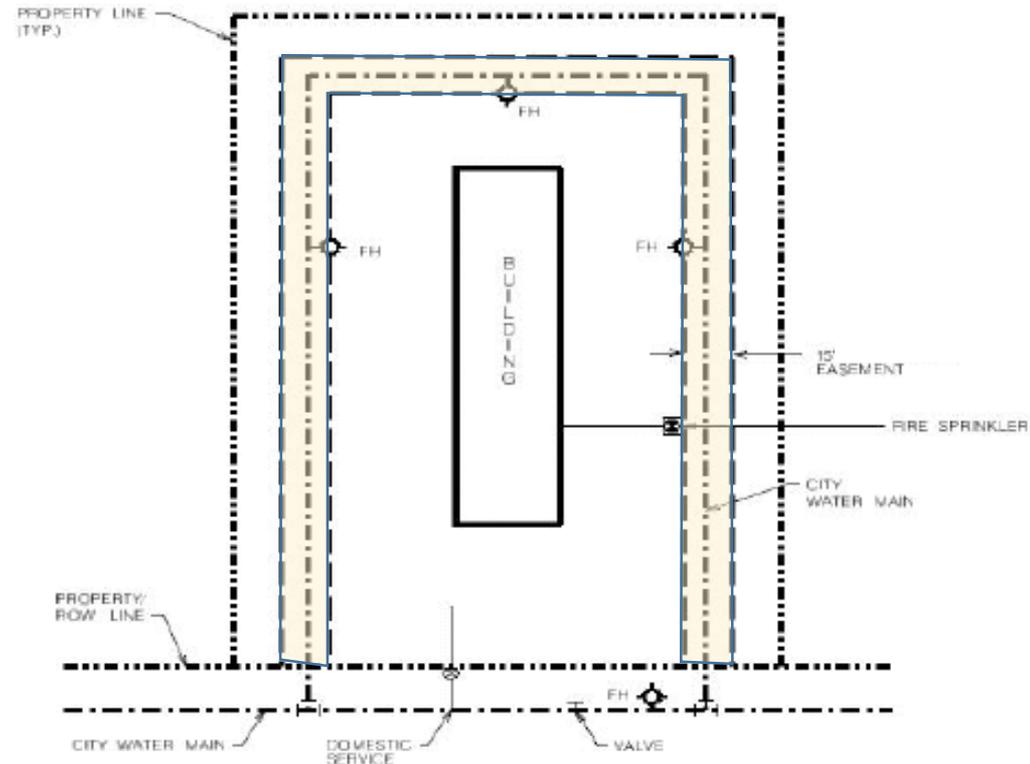
# Make compatible development easier to do

- 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

- 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.

# Make compatible development easier to do

- 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

- 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

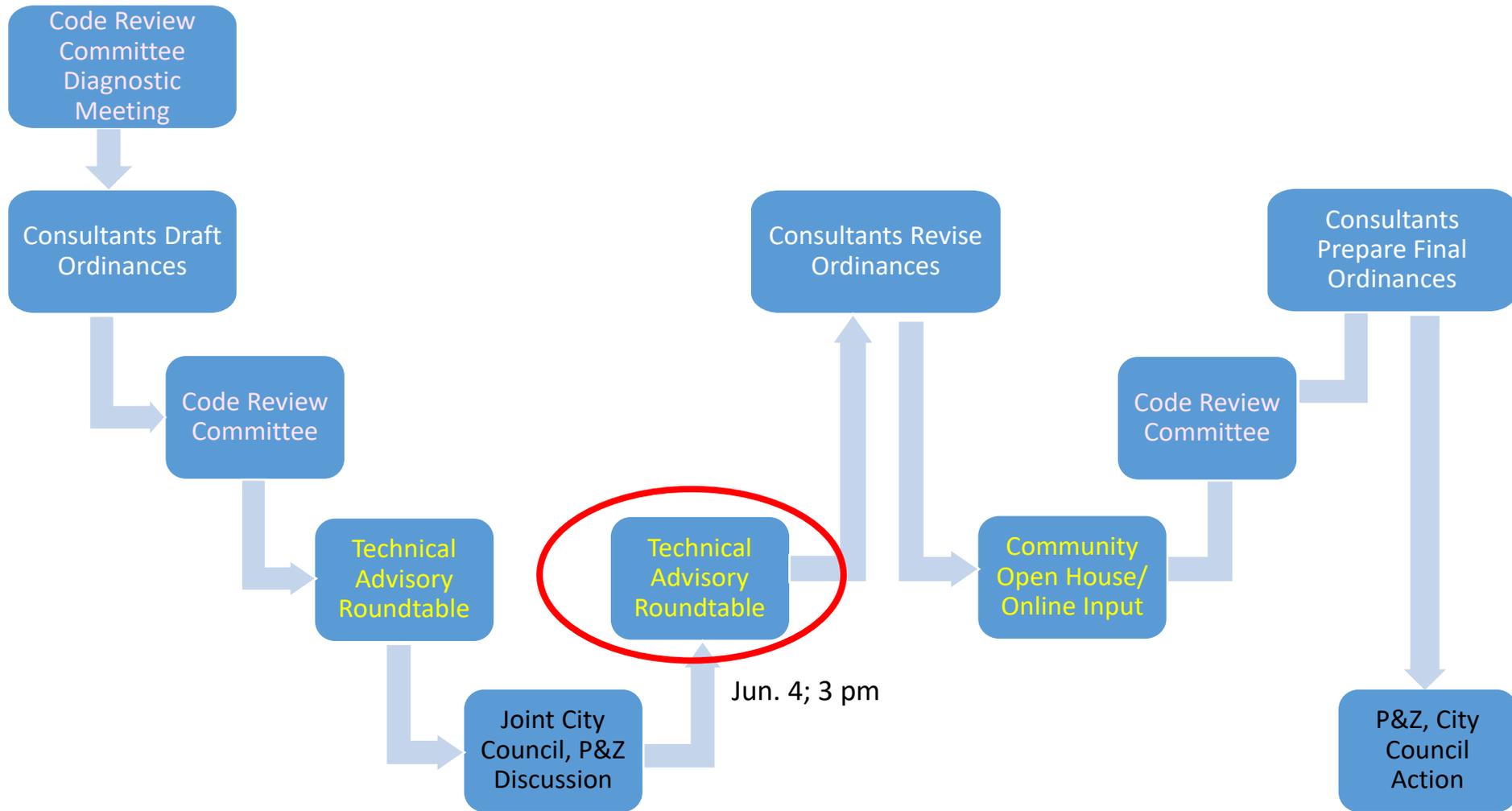
- What

- 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.

## 3. *Other Topics*

## 4. *Next Steps*

# Ordinance Feedback Process



## *5. Adjourn*