

**CITY OF RICHARDSON
CITY PLAN COMMISSION MINUTES – JULY 18, 2023**

The Richardson City Plan Commission met on July 18, 2023, at 7:00 p.m. in the Multipurpose Room, #1103 of the Richardson Police Department, 200 N. Greenville Avenue, Richardson, TX 75081.

MEMBERS PRESENT: Bryan Marsh, Chairman
Kenneth Southard, Vice Chairman
Joe Costantino, Commissioner
Gary Beach, Commissioner
Byron Purdy, Commissioner
Nate Roberts, Commissioner

MEMBERS ABSENT: Gwen Walraven, Commissioner
Sebrena Bohnsack, Commissioner
Michael Keller, Commissioner

CITY STAFF PRESENT: Sam Chavez, Director – Development Services
Chris Shacklett, Asst. Director of Development Svcs. – Planning
Pritam Deshmukh, Asst. Director of Transportation & Mobility

BRIEFING SESSION

Prior to the start of the regular business meeting, the City Plan Commission met with staff regarding staff reports and agenda items. No action was taken.

REGULAR BUSINESS MEETING

1. Approval of Minutes of the regular business meeting of June 20, 2023.

Motion: Commissioner Costantino made a motion to approve the minutes as presented; Seconded by Vice Chairman Southard. Motion passed 6-0.

PUBLIC HEARINGS

- 2. Zoning File 23-06 – Planned Development – UTD/Points at Waterview TOD PD:** Consider and act on a request to rezone approximately thirty-six (36) acres located on the south side of Waterview Parkway, generally east of the Frankford Road intersection and bounded by the DART Silver Line to the south, from TO-M Technical Office and PD Planned Development to PD Planned Development for the development of a transit-oriented mixed-use development. *Property Owner: Long Jim Leslie, representing 3400 Waterview LLC and Dr. Calvin Jamison representing University of Texas at Dallas. Staff: Chris Shacklett.*

Mr. Shacklett stated Zoning File 23-06 was a request to rezone thirty-six (36) acres located on the south side of Waterview Parkway, east of the Frankford Road intersection and bounded by the DART Silver Line to the south, from TO-M Technical Office and PD Planned Development to PD Planned Development for the development of a transit-oriented mixed-use development. He explained it was a joint application between UTD and 3400 Waterview LLC.

Mr. Shacklett stated the eastern twenty-one (21) acres was owned by UTD (UTD Tract) and the western fifteen (15) acres was owned by 3400 Waterview LLC (Wolverine Tract). He stated the UTD Tract was part of the PD approved in 2016 that included the Northside at UTD development to the south. The tract allowed similar uses as to what was proposed. The Wolverine Tract allowed various office uses and was developed with a 209,260-square foot office building. He continued by discussing the surrounding properties' land use and zoning.

Mr. Shacklett provided a history of the tracts, stating the Wolverine Tract was rezoned TO-M Technical Office in 1997 and developed in 1998. He stated the UTD Tract was rezoned PD Planned Development in 2016 and described what had been developed on the south side of the DART Silver Line, including over 1,200 multi-family units, 30,000 square feet of commercial space and open space areas. He continued discussing the DART Silver Line construction and that it ran along the southern boundary of the subject property and was expected to open in 2025 to 2026.

Mr. Shacklett presented the Overall Concept Plan Exhibit (Exhibit B-1), describing the individual development parcels; allowable uses and maximum allowable development rights for residential, office, retail and hotel uses; maximum allowable height; and minimum required landscaping and open space requirements. He presented the proposed roadway modifications that would be required to accommodate the development to include the addition of a right turn lane and refuge islands on Waterview Parkway at Street D and the construction of a diverter in the Waterview Parkway median at Street E to allow left turns into the developments on both sides of Waterview Parkway but prohibit left turns out of the developments onto Waterview Parkway to address safety concerns.

Mr. Shacklett presented an additional slide depicting three (3) additional intersections near the development and staff's recommendation for modifications at each intersection as follows:

- Synergy Park Boulevard and Floyd Road – the development would contribute approximately 5% of the overall traffic at this intersection; however, staff did not recommend that the developer contribute to the cost of a traffic signal since it was already programmed to be constructed.
- Waterview Parkway and Renner Road – staff recommended the developer construct an additional left turn lane from southbound Waterview to eastbound Renner to address a lack of capacity in the left turn lane to address the issue of vehicles backing up into the main lanes from the left turn lane. This would reduce delays for vehicles going southbound on Waterview Parkway to the subject property.
- Westbound PGBT Frontage Road and Waterview/Independence Parkway – this intersection is in the City of Plano within TxDOT right-of-way. The TIA showed the intersection currently operated at a failing level of service (LOS) and would continue to operate at a failing LOS with the addition of the proposed development. The TIA recommended the addition of a right turn lane and left turn lane; however, staff did not make these modifications a condition of approval due to the location of the intersection in the City of Plano in TxDOT right-of-way. Staff suggested there should be future coordination between the City of Richardson and City of Plano to determine if mitigation would be necessary.

Mr. Shacklett presented the Site and Parcel Data Exhibits (Exhibits B-2 & B-3). The exhibits contained information related to the developable area on each of the seven (7) Development Parcels A through G. He presented the proposed amount of landscaping and open space provided on the UTD Tract and Wolverine Tract. Additionally, he explained that all buildings would be required to be built within 0-20' build-to-zones along the internal streets for a minimum of 70% of the lot width so buildings would be built near the street to create a more urban character along the internal streets. The build-to-zone along Waterview Parkway would be 0-60'. He continued by explaining the requested parking ratios and pointed out that the applicant was requesting the following parking ratios throughout the development and discussed how the proposed ratios compared to other ratios in the City and explained why the applicant was requesting reduced ratios for some uses:

- 0.8 space per bedroom for 1- and 2-bedroom multi-family units. Two (2) spaces per unit for 3- and 4-bedroom units (maximum 15% of units could be 3- and 4-bedroom units). Staff recommended that 0.8 space per bedroom apply to all units
- Two (2) spaces per unit within an enclosed garage for single-family units
- 0.75 space per room for hotels
- One (1) space per 300 square feet for other non-residential uses

Mr. Shacklett presented the Street Typology Cross Sections (Exhibits C-1 through C-3). He explained that each cross section represented an internal street within the development and prescribed the number and width of travel lanes, on-street parking locations, pedestrian ways, and open space/landscaping areas. He stated the Code focused on the street locations and how the buildings related to the streets rather than having a primary focus on separation of land uses. He stated there is still a list of allowable uses, but the uses could be located within any of the development parcels. He continued describing how the Street A section changes as it moves along the DART Silver Line, specifically where the street is adjacent to the station and the bus drop-off/pick-up areas. He presented the location of Streets B, C and D located in the Wolverine Tract. Lastly, he presented Streets E and F located within the UTD Tract and showed the proposed section along Waterview Parkway. Changes along Waterview Parkway are limited to the sidewalk and the landscape and open space areas located on the private property portion of the development.

Mr. Shacklett presented the Existing Structure Alternative Exhibit (Exhibit D) which reflected an alternative development scenario where the existing office building located on Parcels E and F would remain. He stated that when Parcel G and the open space along the south property line of Parcels E, F and G was developed, approximately 700 parking spaces would be removed, but the applicant had shown areas where an additional 242 spaces could be constructed to provide 600 parking spaces for the office building. The applicant was requesting the parking ratio for the office building be reduced from one (1) space per 300 square feet to one (1) space per 350 square feet so that 600 spaces would meet the required parking since 698 spaces would be required at the one (1) space per 300 square feet ratio. He stated the applicant requested the reduced ratio since the traditional office building did not need the higher parking ratio due to changing demands for this type of office space.

Mr. Shacklett discussed the future land use designations of the two (2) tracts. He stated the UTD Tract is designated as Transit Village which is consistent with the proposed zoning request. He also stated the UTD Tract is already zoned for the same uses being requested, but the design and layout of the UTD Tract would be modified. He stated the Wolverine Tract is designated as Regional Employment which did not list residential uses or hotel uses as consistent with the designation. However, since the tract is adjacent to the DART Silver Line and the UTD Tract, which is designated as Transit Village, Mr. Shacklett stated it appeared a change in zoning to allow residential and hotel uses, and higher densities would be appropriate.

Mr. Shacklett stated the site's proximity to Fire Station #3 could cause delayed response times, but the PD allows a public building as an allowed use which could possibly address this issue. He stated the overall sanitary sewer system could accommodate the development, but the on-site North Texas Municipal Water District 8-inch sanitary sewer line would need to be upgraded or replaced and that there was a condition in the PD requiring the developer to be responsible for that. He stated water and stormwater upgrades may also be required depending on the timing and context of the development. Lastly, staff recommended that the parking for 3- and 4-bedroom units also be 0.8 space per bedroom rather than two (2) spaces per unit.

Mr. Shacklett provided a summary of the request and the conditions to be included if the Commission recommended approval. He discussed the notices that were sent out to property owners within 200 feet as well as tenants who may be possibly affected by the zoning change per the recent changes per Senate Bill 929. He stated one (1) resident had provided correspondence asking about the use of and access to the public parking at the DART station.

Commissioner Costantino asked how each individual development would be approved.

Mr. Shacklett responded each development's set of development plans would be approved at an administrative level, except for the plat would come before the Commission for approval.

Commissioner Costantino asked how architectural standards of the PD would be enforced and how signage would be addressed.

Mr. Shacklett stated the building elevations would be reviewed by staff to ensure they were in accordance with the PD standards. He explained this is similar to how the buildings at the Northside at UTD were reviewed and approved. He stated this PD allows for the developer to request a Master Sign Plan to be approved by the Commission if they choose to deviate from the City's Sign Code.

Chairman Marsh asked about the proposed building height versus the current building height. He also asked about the allowable height for surrounding properties.

Mr. Shacklett responded the heights for subject property would be 250 feet. He responded the properties zoned TO-M Technical Office in the area were limited to 130 feet. He also stated he believed the PD-zoned property across Waterview Parkway was limited to five (5) stories or approximately 70-75 feet (maximum height allowed is actually limited to sixty-eight (68) feet). He stated industrial districts were the only base districts that allowed height in excess of 130 feet. He stated this request was similar to the heights allowed at CityLine.

Chairman Marsh stated the IQ had no height maximums. He also asked if there were renderings provided to demonstrate how tall buildings would be to achieve the maximum proposed development rights.

Mr. Shacklett responded there were no renderings or building elevations provided as part of this application, but some preliminary discussions included buildings that may be 10-12 stories tall.

Chairman Marsh inquired about the agreement between UTD and DART regarding providing public parking at the station.

Mr. Shacklett stated the applicant could address that question, but that the proposed language was similar to the currently approved PD regarding public parking on the UTD Tract.

With no further questions, Chairman Marsh invited the applicant forward to present the request.

Mr. Jim Leslie, representing Wolverine Interests, 2805 Dallas Parkway #620, Plano, TX came forward to present the request and introduce his team. He stated he had been in the business of real estate in North Texas for the last forty (40) years. He stated they own office buildings and are involved in mixed-use development and some leasing. He stated they were involved with the Addison Circle development and Legacy development, downtown Plano, Frisco Square as well as working in Allen and Corinth. He stated they met with Dr. Jamison at UTD to partner to make a development that is successful for UTD and DART. He stated it was not practical to actually achieve 4,000 units with the proposed maximum 250-foot height. He expected the density to be around 50-55 units per acre. He stated he did not envision the units to be student housing and that most would be 1- and 2-bedroom units. He stated the average unit sizes are getting larger since the pandemic to allow for work from home options. He stated he did not think they needed 0.8 parking space per unit, but they want to manage the amount of parking that may be necessary in the future.

Dr. Calvin Jamison, representing University of Texas at Dallas, 800 W. Campbell Road, Richardson, TX came forward to speak regarding the UTD Tract. He stated the campus has grown from 14,000 students to 32,000 students since 2007. He provided information regarding the number of on-campus housing units. He stated UTD worked with DART to develop a station on the Silver Line within a multi-modal system. He stated they needed the density for the DART Silver Line station to create a high energy transit-oriented development. The intent is to provide additional market rate housing on the north side of the Silver Line. He stated they strategically engaged Wolverine Interests to find a strategic synergy between the properties. He summarized the request stating it will enhance what is already allowed on the UTD Tract. Chairman Marsh asked if there would be a fixed boundary between the tracts.

Dr. Jamison stated it was to be determined, but the two (2) tracts would complement one another. There would also be a road connecting to Waterview Parkway through an easement from the development on the south side of the Silver Line. He stated they also agreed to provide

244 park and ride spaces for DART that would be integrated into this development. The long-term number of spaces would be determined by DART.

Chairman Marsh asked if the DART parking was a condition of the PD.

Dr. Jamison explained it was part of the original DART and UTD agreement to provide park and ride. He stated when the DART Silver Line Coit Road station was removed from the plan, additional parking spaces were requested by DART on UTD property.

Chairman Marsh stated there was a condition in the PD that required the parking and asked about the location of the spaces.

Dr. Jamison stated the spaces would be located on the UTD Tract because it is closest to the station.

Mr. Shacklett clarified the language is similar to what is already included in the current PD, but it was being updated to indicate that the additional language regarding up to 240 spaces to be added.

Chairman Marsh stated the written correspondence received expressed concern about where the public parking would be and if more could be added so the development could benefit nearby residents wanting to ride DART to the airport.

Dr. Jamison responded the original agreement was to provide surface parking on Parcel A, but as it develops, parking would be transitioned into a parking garage.

Commissioner Purdy asked if anything could occur that would necessitate additional development rights being requested such as exceeding the maximum expected enrollment of 35,000 students.

Dr. Jamison said they cannot accommodate large increases over that expected number and they had a strategic plan in place to allow a quality education to be provided with an urban feel that has adequate greenspace. He stated the growth would be natural and not planned, and the rail station will allow the university to accommodate more students that may not live on or adjacent to campus.

Chairman Marsh asked why they do not believe this would be student housing.

Dr. Jamison stated Northside at UTD was market rate housing and this development would be as well because of how student housing is financed and the restrictions that are a part of that type of development. Many of the residents are students, but anyone can live in the units.

Chairman Marsh asked about the mix of unit sizes at the Northside at UTD development.

Dr. Jamison stated the first two (2) phases were mostly 1- and 2-bedroom units. He stated Phases 3 and 4 had more 3- and 4-bedroom units. He explained how the apartments were built where each bedroom had their own bathroom but shared a common space.

Chairman Marsh asked if the limit on 3- and 4-bedroom units is acceptable.

Mr. Leslie agreed with the 15% limitation on 3- and 4-bedroom units.

Chairman Marsh asked if that was a 15% limitation on the overall 4,000 units.

Mr. Shacklett responded that as written, the PD allows up to 600, 3- and 4-bedroom units. He stated 231 units at Northside had been developed as 3- and 4-bedroom units and the other 908 units were 1- and 2-bedroom units.

Mr. Chavez stated both Northside and this development would be market rate, but Northside was purpose-built student housing, but anyone could live there.

Chairman Marsh asked for clarification on how the limitation on 3- and 4-bedroom units was written and could it be further clarified.

Mr. Shacklett stated it could be further clarified.

Chairman Marsh stated he wanted the applicant to have the ability to accommodate students and not be restricted by the wording in the PD.

Dr. Jamison stated he agreed that flexibility is important but many of the students desire 1- and 2-bedroom units.

Mr. Leslie stated the conditions could be modified to be clearer.

Mr. Shacklett stated the condition could be modified to state up to 600 of the 4,000 units could be 3- and 4-bedrooms which would allow them to be built at any time without concern for the unit mix within a specific building.

Chairman Marsh stated he just wanted to make sure the intent was being met based on what was written in the PD. He then asked the applicant's traffic consultant to come forward to answer traffic related questions.

Mr. Christian DeLuca, Kimley-Horn, 2600 N. Central Expressway, Richardson, TX came forward to answer traffic related questions.

Chairman Marsh stated he had concerns related to queuing distance and vehicles trying to leave the site at peak hours on Streets B and D. He asked for clarification regarding how the streets function at the intersections with Waterview Parkway.

Mr. DeLuca stated at the intersection of the streets and Waterview Parkway, the TIA requires two (2) outbound lanes at those intersections. The right-of-way is preserved but parking would be removed to accommodate the turn lanes. He stated it would be about 50-70 feet from the intersection.

Mr. Chavez stated those details would be determined and reviewed at the time of development plan approval.

Chairman Marsh asked if the TIA contained that level of detail related to the intersections.

Mr. Chavez stated the analysis did, but design of the turn lanes at the intersections is not spelled out specifically on the street section exhibits.

Mr. Shacklett added that these types of street sections in PD districts typically just show the section for the street through the development, not the specific designs at each intersection.

Chairman Marsh asked to confirm that you can make left turns onto Waterview Parkway only from Streets B and D.

Mr. DeLuca confirmed that was correct. The other streets only allowed only right turns out. He also stated people will learn the patterns quickly and understand which internal streets to use based on where they want to go.

Chairman Marsh asked about the intersection of Streets A and D. He also asked to clarify that the pedestrian path switches from the south side of Street A to the north side.

Mr. DeLuca stated it would be a 4-way stop. He further stated this was the safest type of intersection for a pedestrian compared to 2-way stops or signalized intersections.

Mr. Coy Talley, Talley Associates, 3301 Elm Street, Dallas, TX came forward to speak as the planner on the project. He stated there are multiple options to leave the property. He also stated people leaving in the peak hours are walking to where they live, not getting in a vehicle. He explained how the block grid leads to a more pedestrian-focused development and that there are amenities such as courtyards and green space. He also pointed out that the development had a linear park that acts as a green space connector along with pedestrian ways along the buildings. He stated the wider internal streets is where DART buses will travel, and there will be no on-street parking.

Chairman Marsh stated the PD did not require a minimum amount of non-residential space and it could be all residential.

Mr. Shacklett confirmed that was correct.

Chairman Marsh asked about the thoughts related to the open space at the rail station.

Mr. Talley said it would be raised pedestrian area with a central park. The edge may have restaurants, retail, and a hotel connection.

Dr. Jamison stated even though it could be all residential, the intent is the development will be mixed-use.

Chairman Marsh stated he understood the intent, but the PD was written to allow just residential uses with no requirement to provide any other non-residential development.

Dr. Jamison said that will not occur on the UTD Tract because there is a maximum number of units that are needed for the campus. He stated that they will need space for research and innovation entities.

Commissioner Beach asked if the paths shown on the plan were for pedestrians only or if it allowed cyclists.

Mr. Talley stated there was a 10-foot path on Waterview Parkway that connected to Street D going south to the station. Also, there would be bicycle parking provided throughout the development. He stated the prescribed street grid will help with dispersion of traffic. He reiterated that mixed-use with research and development is what is envisioned along with the possibility of age-restricted housing.

Dr. Jamison added there would be a hike and bike trail along the Silver Line, and they are working with the City to make sure it happens in the best way possible.

Chairman Marsh restated his concern that there is no requirement for the development to be mixed-use.

Commissioner Costantino asked how this compared to other mixed-use properties regarding the requirement for mixed-use.

Mr. Shacklett stated older PD districts may have required ground floors of all buildings have retail which led to vacancies. He stated some newer districts required spaces to be built to “retail ready” standards, but still allowed residential uses to occupy those spaces.

Chairman Marsh asked about how the driveway entrances into Street B would occur on the east side if the office building remained.

Mr. Talley said the cross section would remain the same with parallel parking on the west side, but they could modify the design along the east side if it was a significant concern. He stated the office building site will ultimately redevelop.

Chairman Marsh asked when the on-street parking on the east side would be built if the office remained.

Mr. Talley said it would not be constructed until the office building was removed.

Chairman Marsh stated the existing office building surrounded by surface parking is out of character with the overall feel of the development.

Mr. Talley agreed, but he stated if it remained as a research and development piece, then that office building would fit within the overall character and the parking demand would be less.

Chairman Marsh stated regardless of the use, the impact of the building remaining and removal of green space would not fit in with the overall development.

Mr. Talley explained where new green space would be added even though the green space adjacent to the building would be removed.

Chairman Marsh pointed out the areas that would be converted from landscape areas to surface parking which is a concern because of the visual impact of the limited landscaping.

Mr. Talley stated he understood but that there was other landscaping being added. He stated there would be more refinement at the time of plan review.

Chairman Marsh asked when a decision would be made on when the office building would be removed.

Mr. Leslie stated he did not know for sure. They had current lease obligations, and if there were no new tenants, the building may need to be removed or possibly used for UTD's purposes.

Chairman Marsh asked if the applicant had considered an option for structured parking to serve the office building.

Mr. Talley stated they had not, but there may be if there was a new level of investment for research and development.

Chairman Marsh asked if either owner would make a commitment that the development would be mixed-use.

Dr. Jamison stated the UTD Tract would be mixed-use and there would be strategic synergies between the two (2) tracts. He explained how the Northside at UTD development is mixed-use without a stated requirement to do so. He stated it was imperative to have a mix of uses, and UTD is committed to providing a mix of uses.

Mr. Leslie stated that if the UTD Tract had a certain amount of mixed-use, then the Wolverine Tract could be more heavily developed as residential stating that the entire 36-acre development needed to be considered as a single development.

Chairman Marsh asked if there was anyone in favor of the request or opposition to the request that wished to speak. Seeing none, he made a motion to close the public hearing. Seconded by Commissioner Beach. Approved 6-0.

Mr. Shacklett stated that the proposed PD was similar to the existing PD on the UTD Tract and Northside development to the south in that it did not have a requirement for mixed-use.

Chairman Marsh stated overall, he was in favor of the development, but he wanted to see a commitment to mixed-use and hoped that a hotel, event center, retail and restaurant would be provided. His concern was that it was not stated in the PD. He stated he did not have concern

with the reduced parking ratios, and the park and ride needed to be designed so it could be a benefit to the public. He did have a concern with access through the site, but he realized considering a full buildout scenario did penalize the developer in the traffic study.

Commissioner Costantino stated they were only asking to grant additional rights to the Wolverine Tract that were already granted to the UTD Tract. He stated he felt the verbiage of the Code was acceptable since staff would review development plans.

Vice Chairman Southard stated he wanted to see the 0.8 space per bedroom ratio be applied to the 3- and 4-bedroom units and wanted that change included.

Commissioner Beach stated the park and ride area would be used by residents of the proposed development if there was not enough parking provided.

Motion: Vice Chairman Southard made a motion to recommend approval of Zoning 23-06 – **Planned Development – UTD/Points at Waterview TOD PD** with a modified parking ratio of 0.8 parking space per bedroom for 3- and 4-bedroom units. Seconded by Commissioner Beach. Motion Passed 6-0.

ADJOURN

With no further business before the Commission, Chairman Marsh adjourned the regular business meeting at 8:39 p.m.

Bryan Marsh, Chairman