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# **Bush Central Station & Caruth Planned Development Districts**

**City Council  
January 31, 2011**

## Subject Properties - Location



## Subject Properties – Existing Zoning

### Bush Central Station

57.11 acres

Office

Research

Religious Institution

Hospital

Full Service Hotel

Light Manufacturing

Limited/Incidental Retail

Residential

Max. 2,855,031 SF

Max. 426 units

75' to 20-stories

### Caruth Properties

85.93 acres

Office

Research

Religious Institution

Hospital

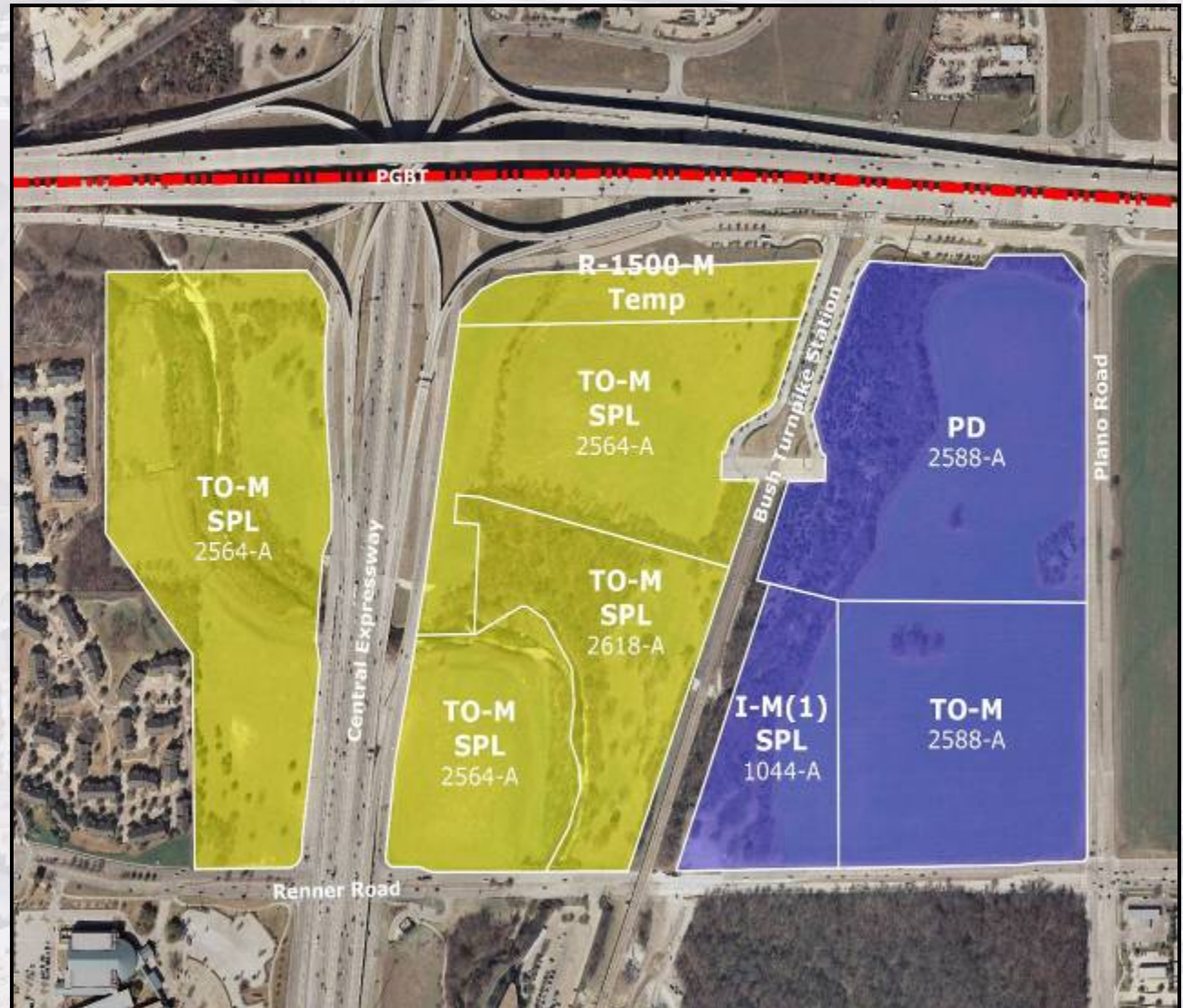
Full Service Hotel

Light Manufacturing

Limited/Incidental Retail

Max. 2,529,377 SF

4 to 12-stories



An aerial photograph of a highway interchange, likely a cloverleaf interchange, with surrounding residential and commercial areas. The image is semi-transparent, serving as a background for the text.

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# Zoning Request

## **Request**

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- **Rezone the properties to PD Planned Development District through the use of form-based elements.**

**\* All Applicable City of Richardson Codes and Ordinance Still Apply, Including the Following:**

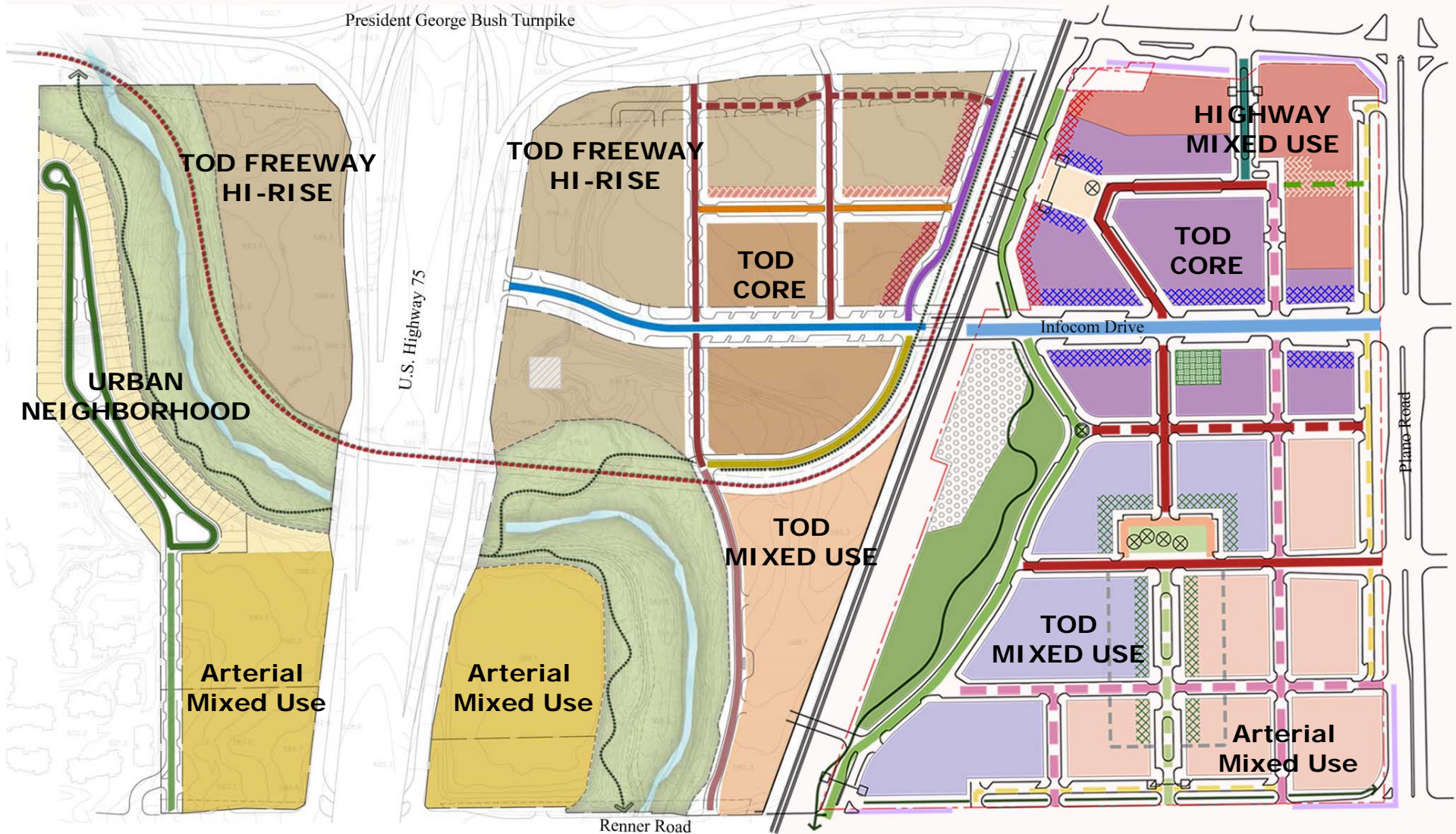
- **Zoning Ordinance, when not in conflict with the proposed PD**
- **Subdivision and Development Code**
- **Building Codes**
- **Fire Code**
- **Drainage and Engineering Design Standards**
- **Landscape Standards**
- **Thoroughfare Plan, when not conflict in conflict with proposed PD**
- **Sign Code, when not in conflict with the proposed PD**

## **Key Components of PD**

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- **The Regulating Plan (zoning map)**
- **Development Standards (text & graphics)**

# Regulating Plan – Character Zones



Approx. Gross Ac: 85.9  
 Approx. Developable Ac: 52.5

Approx. Gross Ac: 57.2  
 Approx. Developable Ac: 28.6

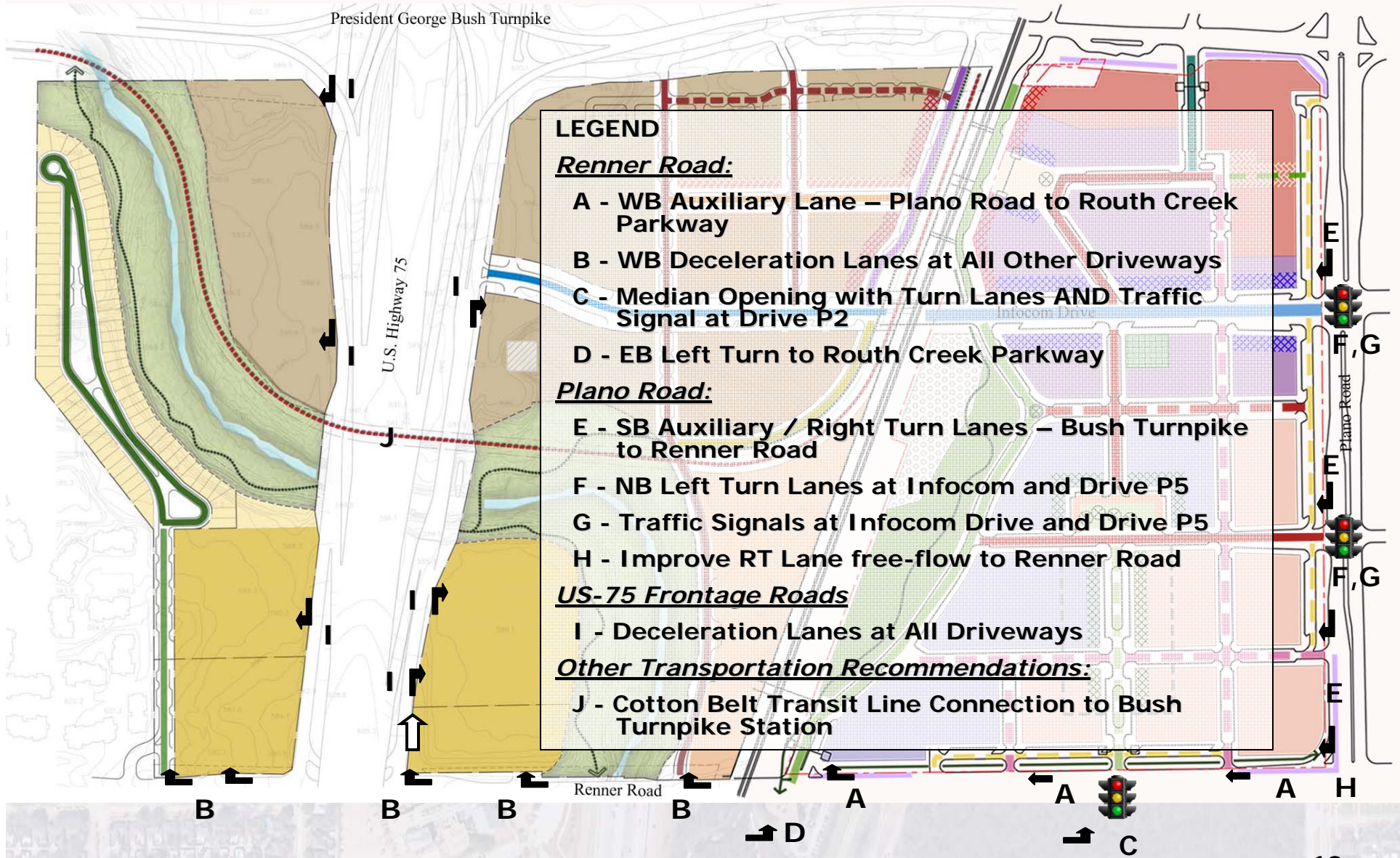




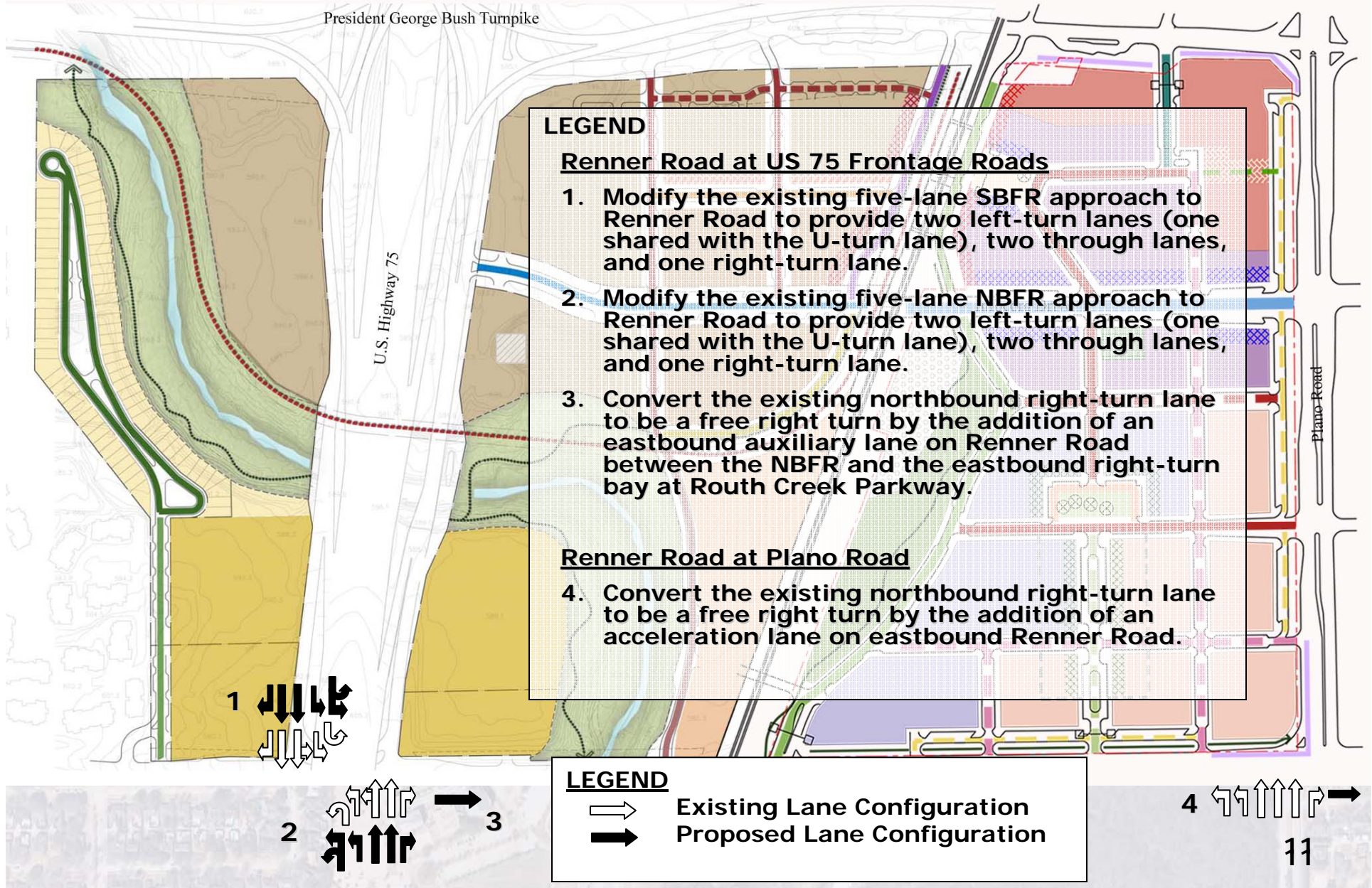
An aerial photograph of a complex highway interchange. The interchange features multiple lanes and overpasses. To the left of the main highway, there is a residential area with many houses. To the right, there is a large, open area that appears to be a construction site or a large lot, with some trees and a building. The overall scene is a mix of infrastructure, residential development, and open land.

# Traffic Impact Analysis

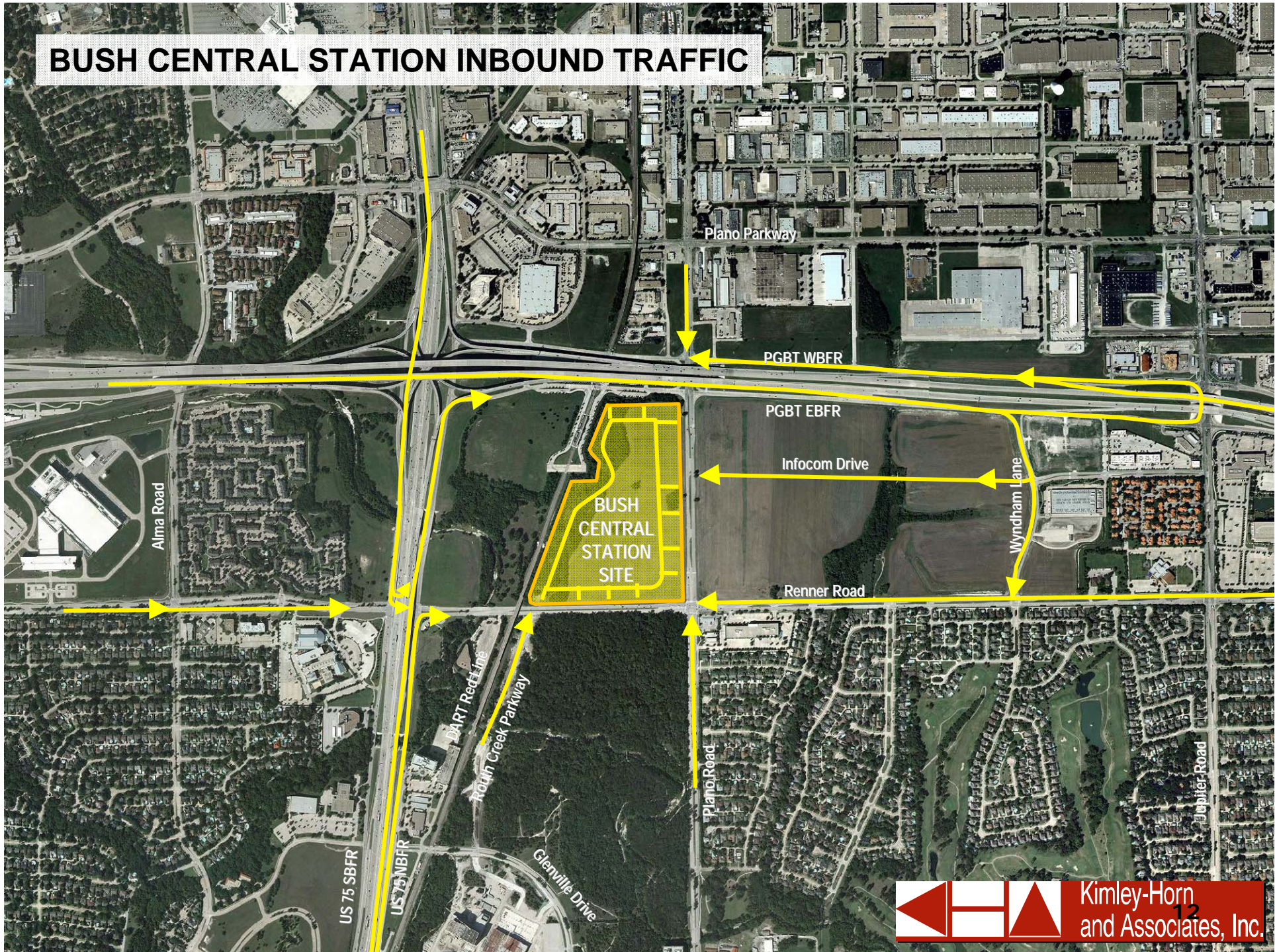
# Traffic Impact Analysis Recommended Developer Mitigation Measures



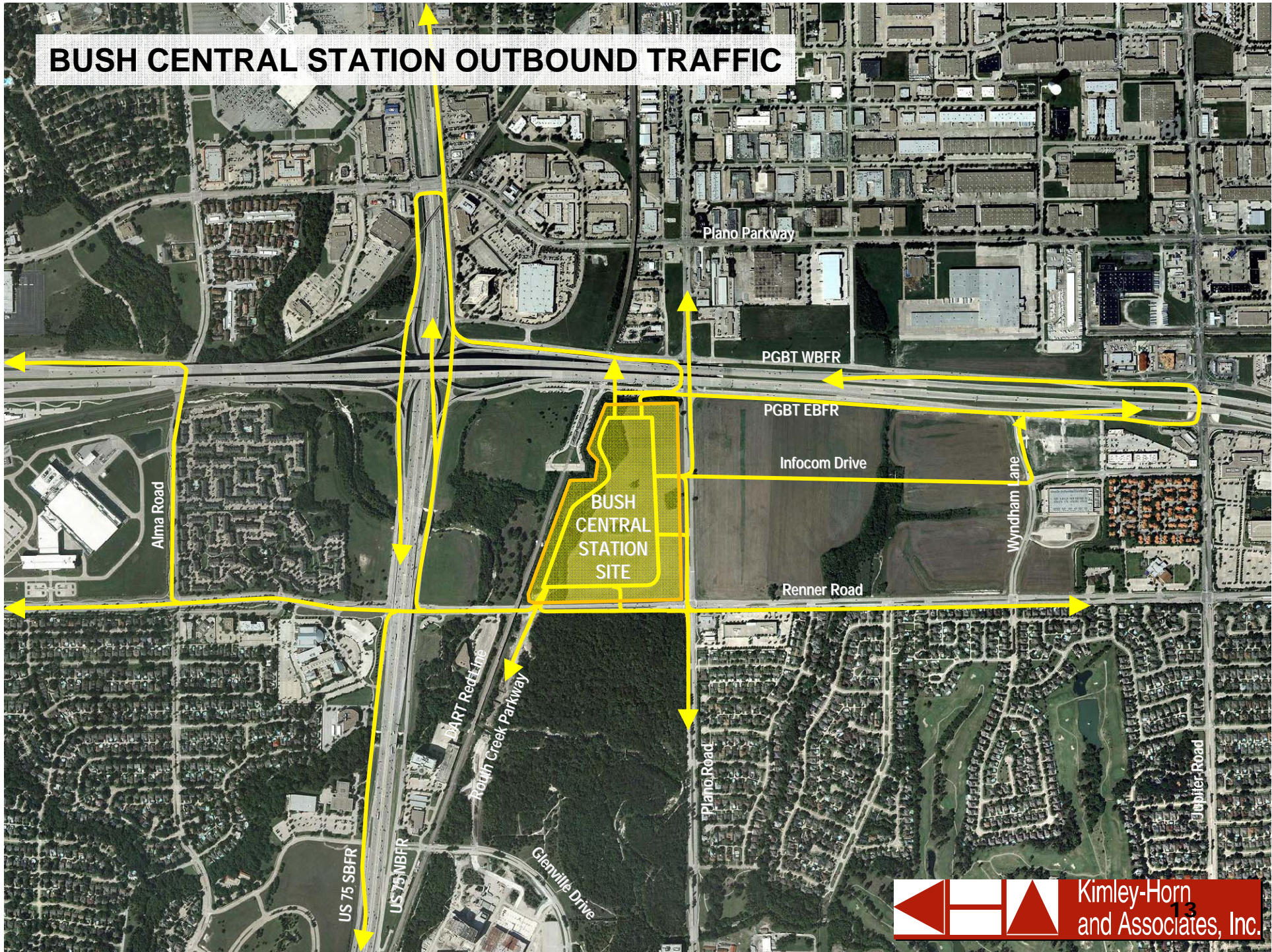
# Traffic Impact Analysis Recommended Potential Future CIP Improvements



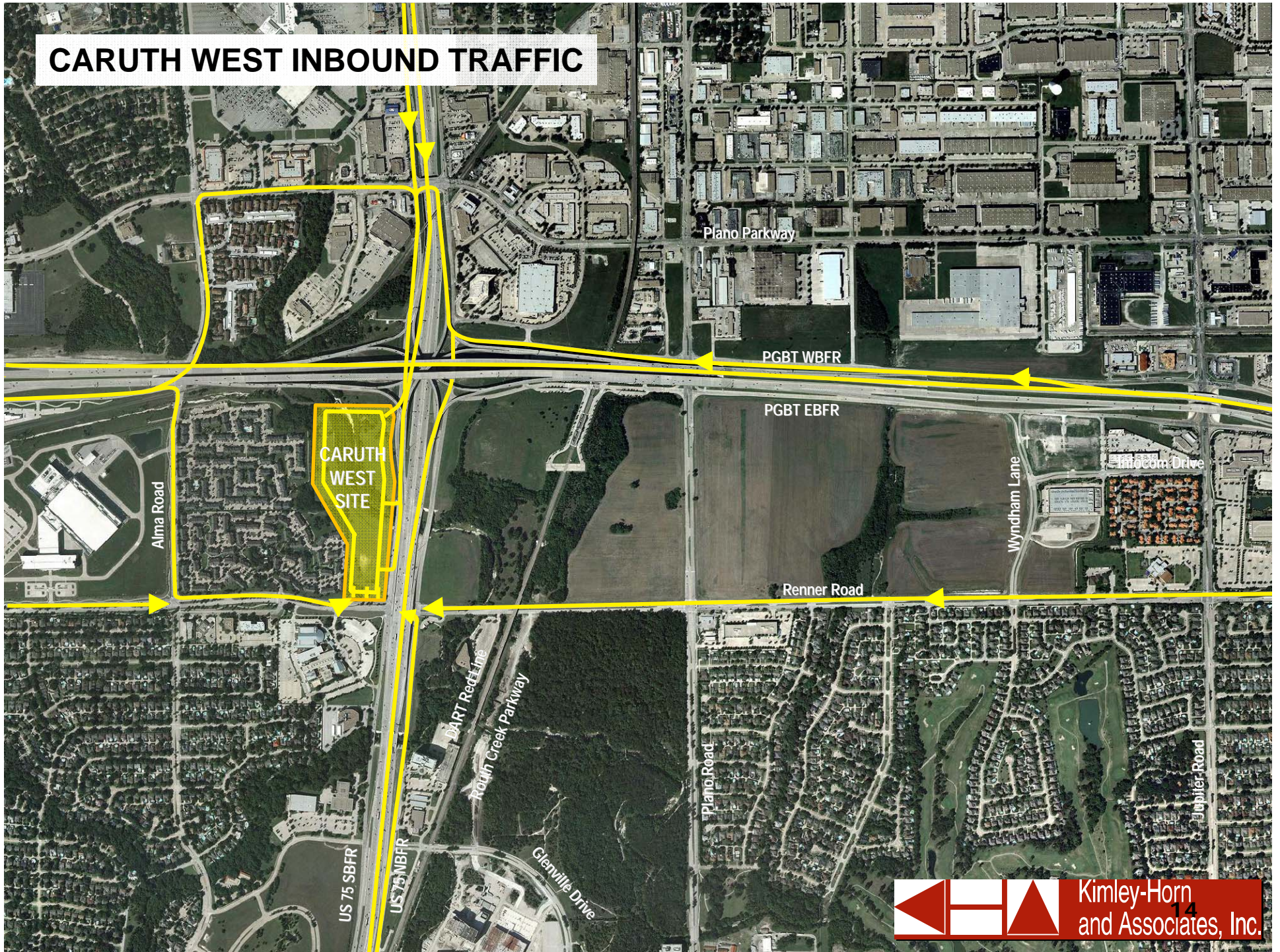
# BUSH CENTRAL STATION INBOUND TRAFFIC



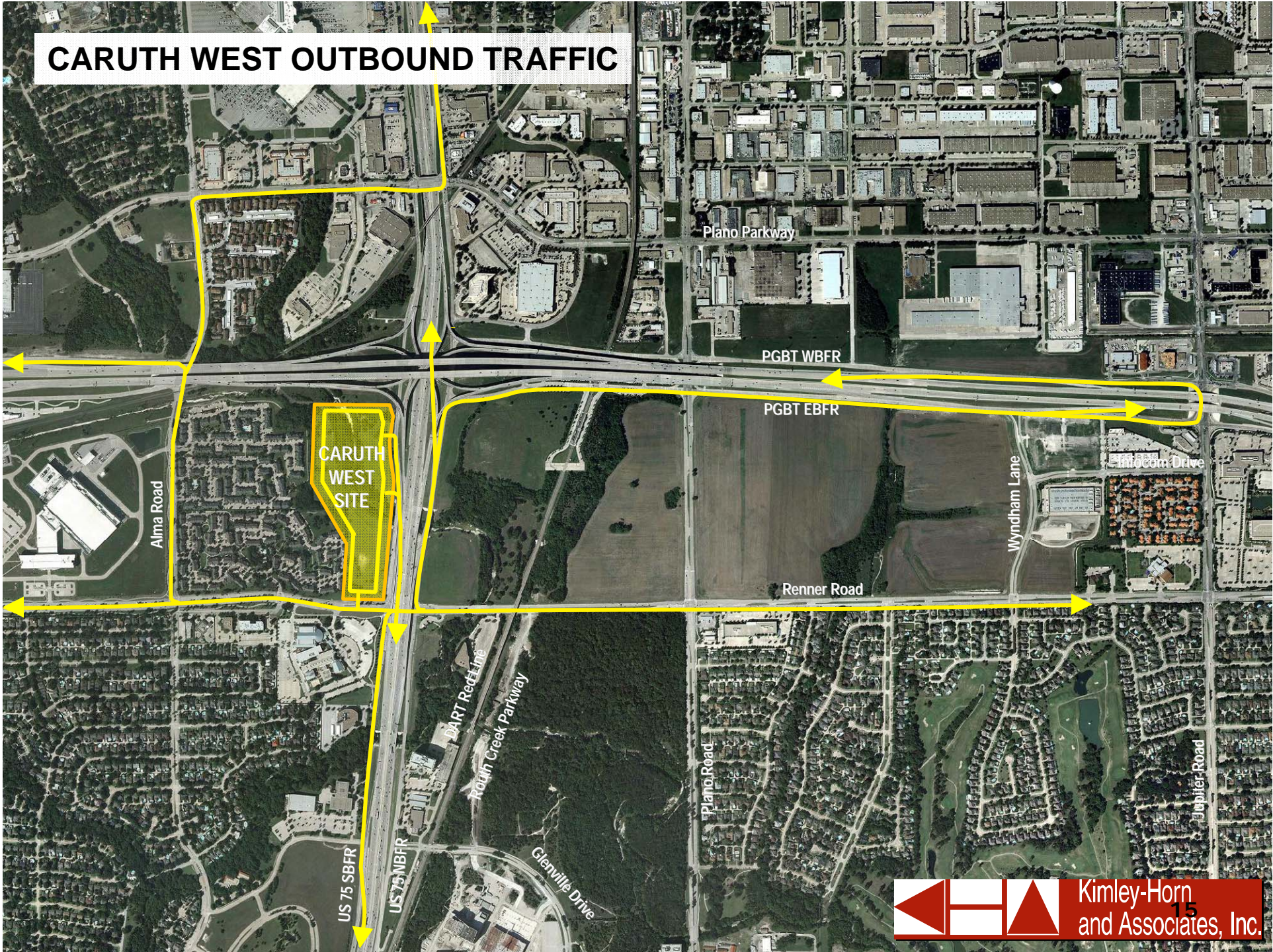
# BUSH CENTRAL STATION OUTBOUND TRAFFIC



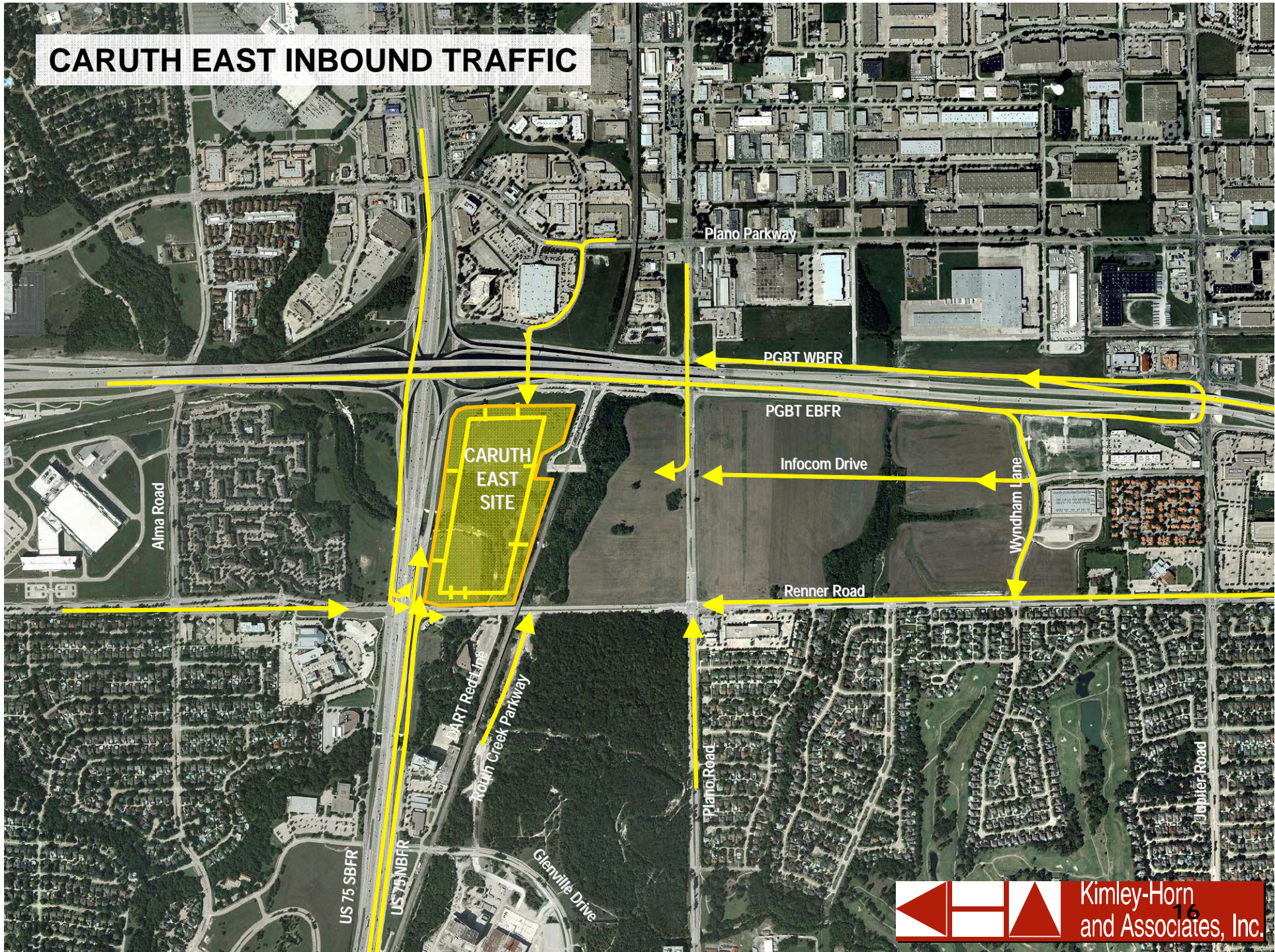
# CARUTH WEST INBOUND TRAFFIC



# CARUTH WEST OUTBOUND TRAFFIC

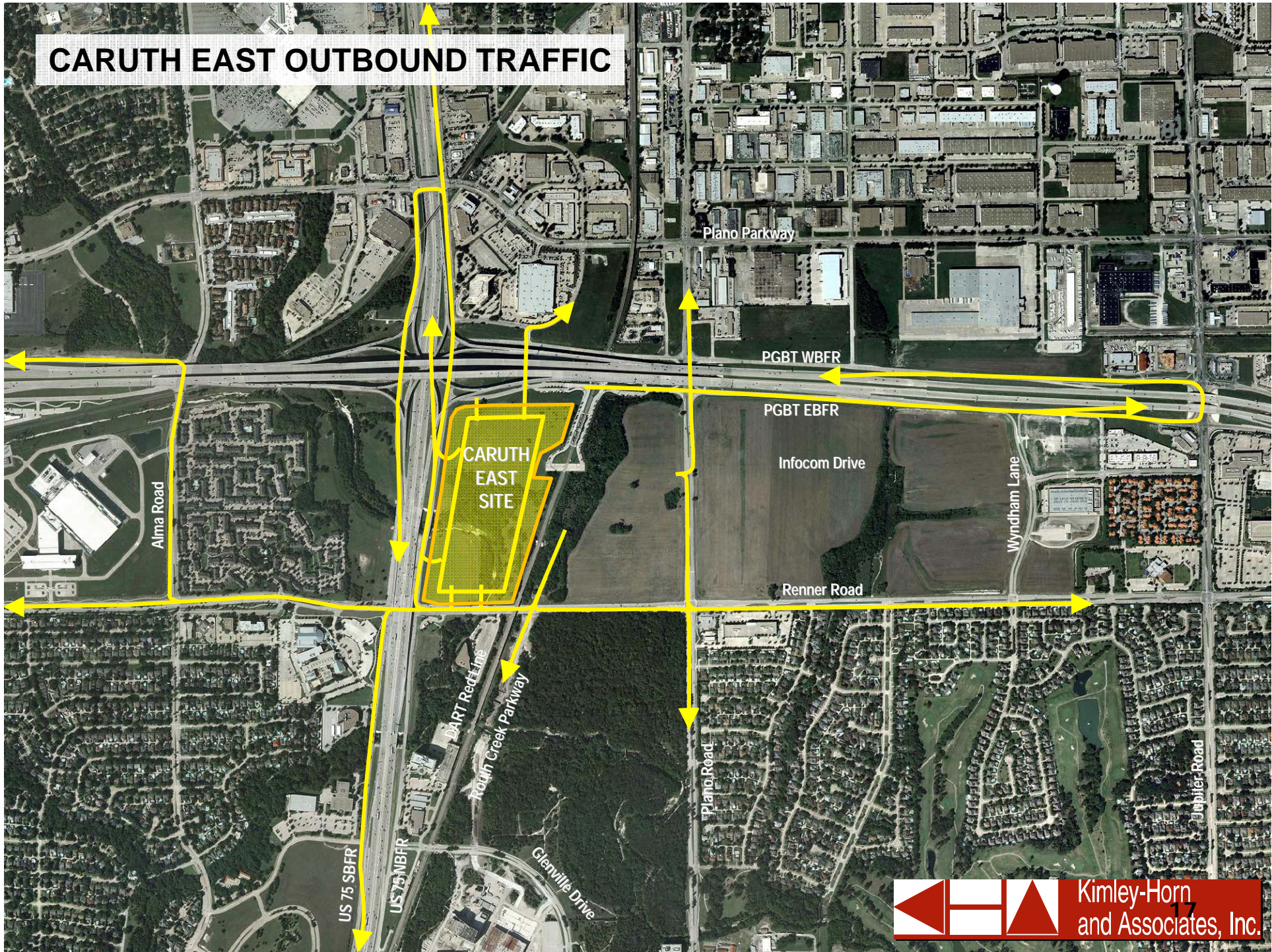


# CARUTH EAST INBOUND TRAFFIC





# CARUTH EAST OUTBOUND TRAFFIC



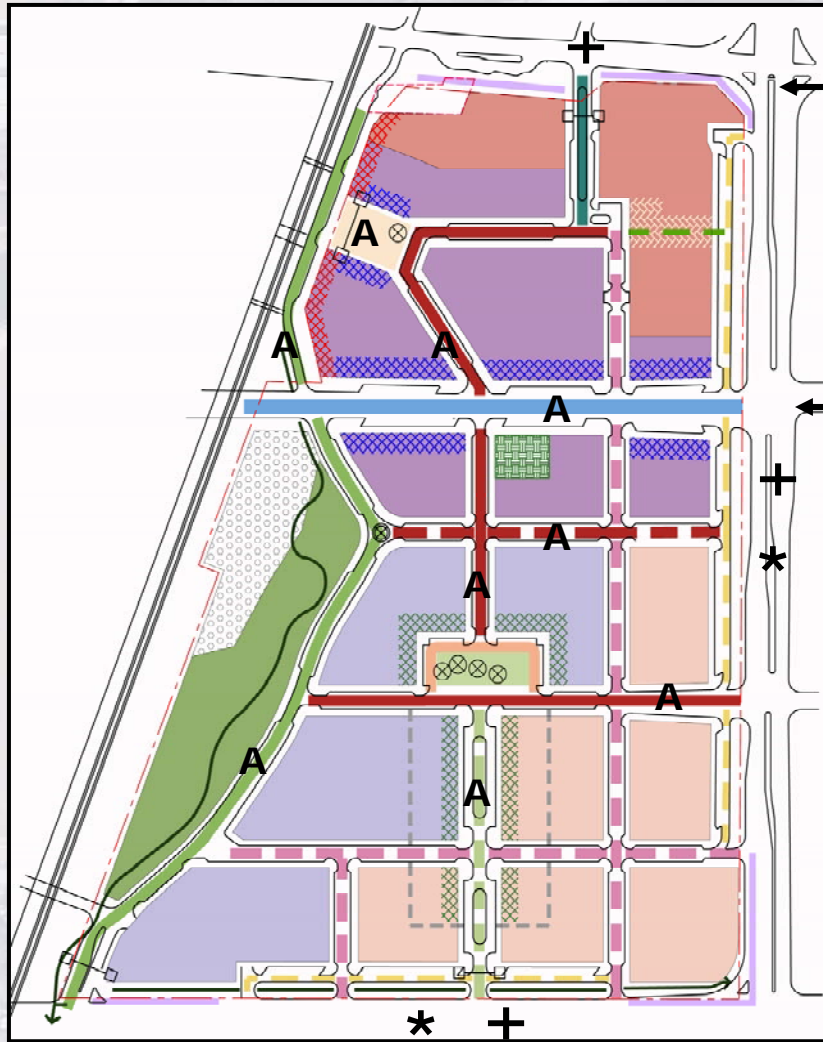
### Conclusions

- **TOD Mixed Use Zoning results in more daily traffic than the existing zoning, but it is spread out over the day. Peak Hour traffic volumes lower with a better distribution of inbound and outbound traffic.**
- **Adequate provision of access and circulation drives evenly distribute traffic to Arterial and Freeway system minimizing impact to network.**
- **The Cotton Belt Transit Line Connection to Bush Turnpike Station greatly benefits the development and reduces impact on traffic.**
- **Significant levels of roadway capacity enhancements, including additional turn bays and auxiliary lanes are proposed as part of the regulating plan, maximizes efficiency of the roadway network.**
- **Plano Road at Renner Road Intersection can remain as an At-Grade Intersection.**

An aerial photograph of a complex highway interchange with multiple overpasses and ramps. The image is semi-transparent, allowing the text to be clearly visible. A solid black horizontal line is positioned near the top of the image.

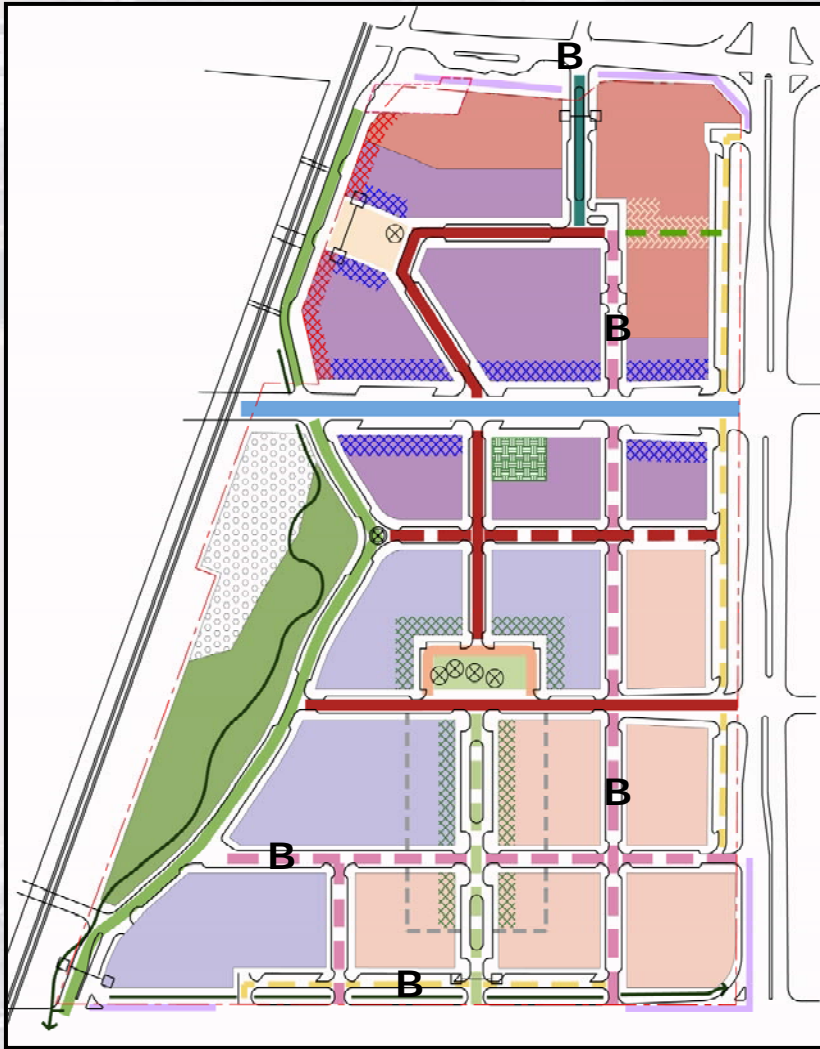
# Current Status

## Applicant's Proposed Amendments – Bush Central Station



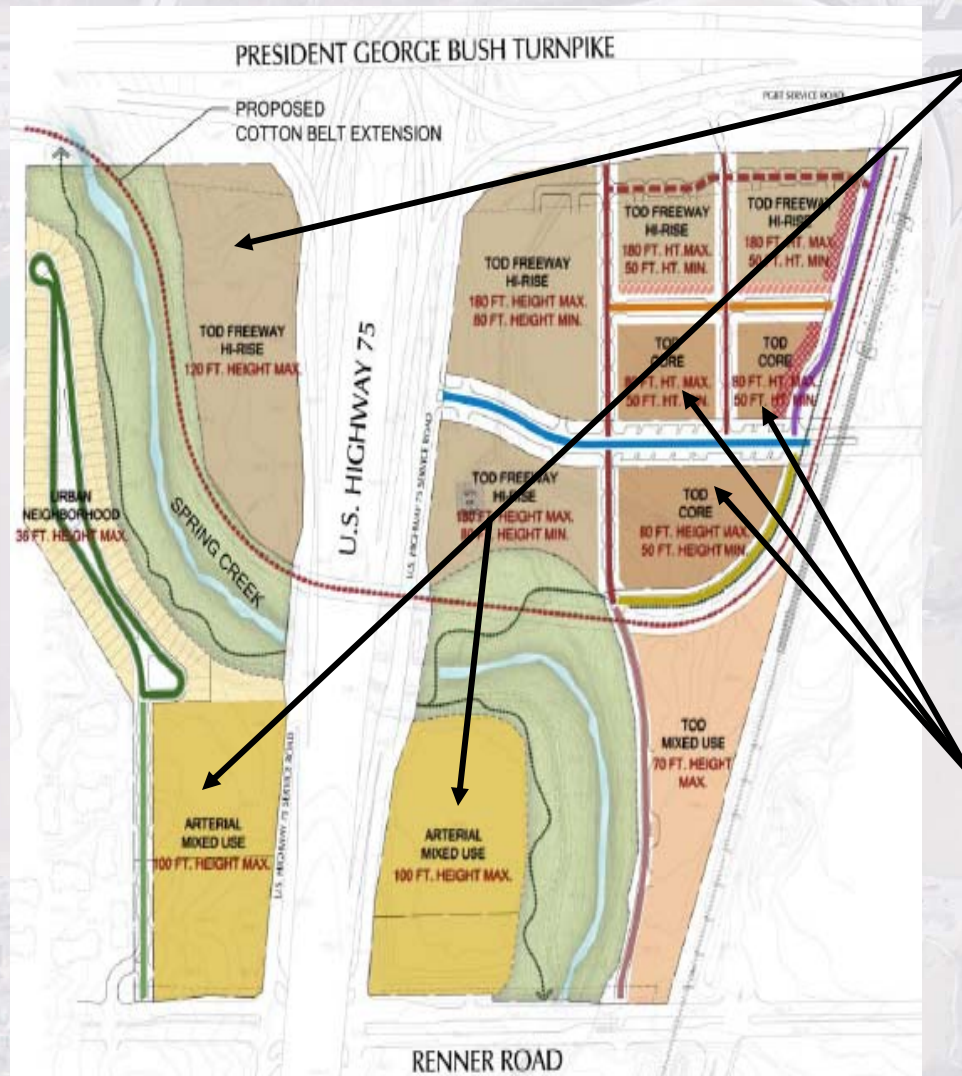
- ✓ **2,000** multi-family unit cap
- ✓ Include **ANNUAL** periodic review provision
- ✓ **15' Floor to Ceiling** along at least **50%** of linear footage of Infocom
- ✓ **50' Minimum bldg height** along PGBT
- ✓ Eliminate 2-story multi-family in all Character Zones
- ✓ Include concrete and steel building construction on 50% of net area north of Infocom
- ✓ Increase masonry to 85% along Type "A" Streets and **80% on other elevations**
- ✓ Include Retail Ready standards for Buildings along Plano, Renner and PGBT access road
- ✓ Restrict EIFS use to exterior trim/molding
- ✓ Modify 10 foot minimum floor-to-floor TO floor-to-ceiling for majority of each upper floor
- ✓ Add Type 'A" Street exterior façade treatment for buildings along Plano and Renner (85% masonry)
- ✓ Add appeals procedure on minor modifications

## Pending Discussion Items – Bush Central Station



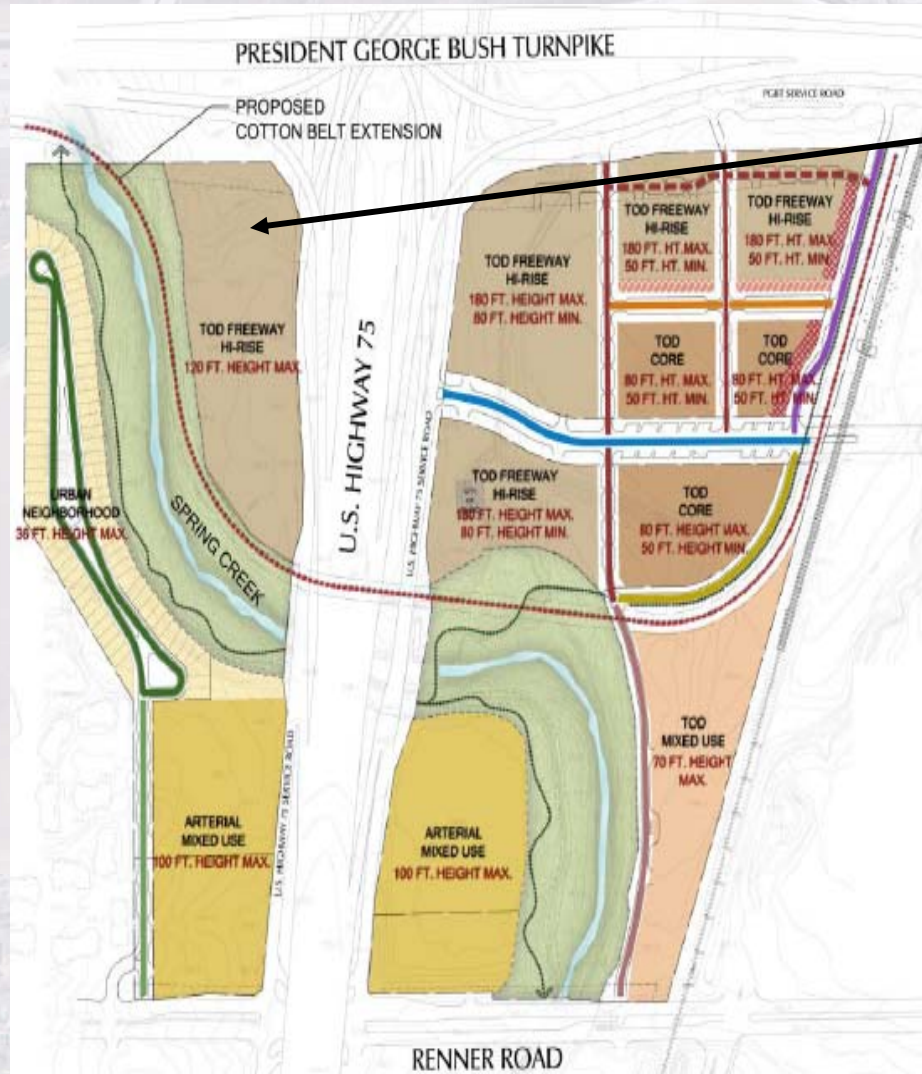
- Multi-Family Units
- Percentage of masonry on Type "B" Streets and balance of building elevations (80%)
- Minimum 1<sup>st</sup> Floor Podium Heights (15' Floor-to-Floor)
- Standardization of Periodic Review Time Frame

## Applicant's Proposed Amendments – Caruth



- ✓ **1,250** multi-family unit cap
- ✓ Include **ANNUAL** periodic review provision
- ✓ Eliminate multi-family in Arterial Mixed Use & TOD Freeway Hi-Rise Character Zone (west of US-75)
- ✓ Increase masonry content on balance of building elevations to 80%
- ✓ Modify 10 foot minimum floor-to-floor TO floor-to-ceiling height (excluding areas common to furr down conditions)
- ✓ Include 50' minimum building height to TOD Core
- ✓ Restrict EIFS use to exterior trim/molding
- ✓ Add appeals procedure on minor modifications

## Pending Discussion Items – Caruth



- ❑ Multi-Family Units
- ❑ Exclusion of minimum building height in TOD Freeway Hi-Rise (SW PGBT/US-75)
- ❑ Minimum 1<sup>st</sup> Floor Podium Heights (15' Floor-to-Floor)
- ❑ Standardization of Periodic Review Time Frame

## **PD Key Points**

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- **Planned Development District**
- **Proposed Standards Equal To and/or Greater than current City Standards**
- **All Other Codes and Ordinances Still Apply**
- **Developable Acreage Significantly Less than Gross Acreage**
- **Normal Staff Review Procedure is in Place**
- **CPC and City Council Oversight**
- **Proposed Standards Inhibit 1<sup>st</sup> Floor Residential**



An aerial photograph of a highway interchange, likely the I-37 and I-10 interchange in Houston, Texas. The image shows multiple lanes of highway, overpasses, and surrounding urban development, including residential areas and commercial buildings. The text is overlaid on this image.

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# **Bush Central Station & Caruth Planned Development Districts**

**City Council  
January 31, 2011**

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# Bush Central Station Planned Development Code

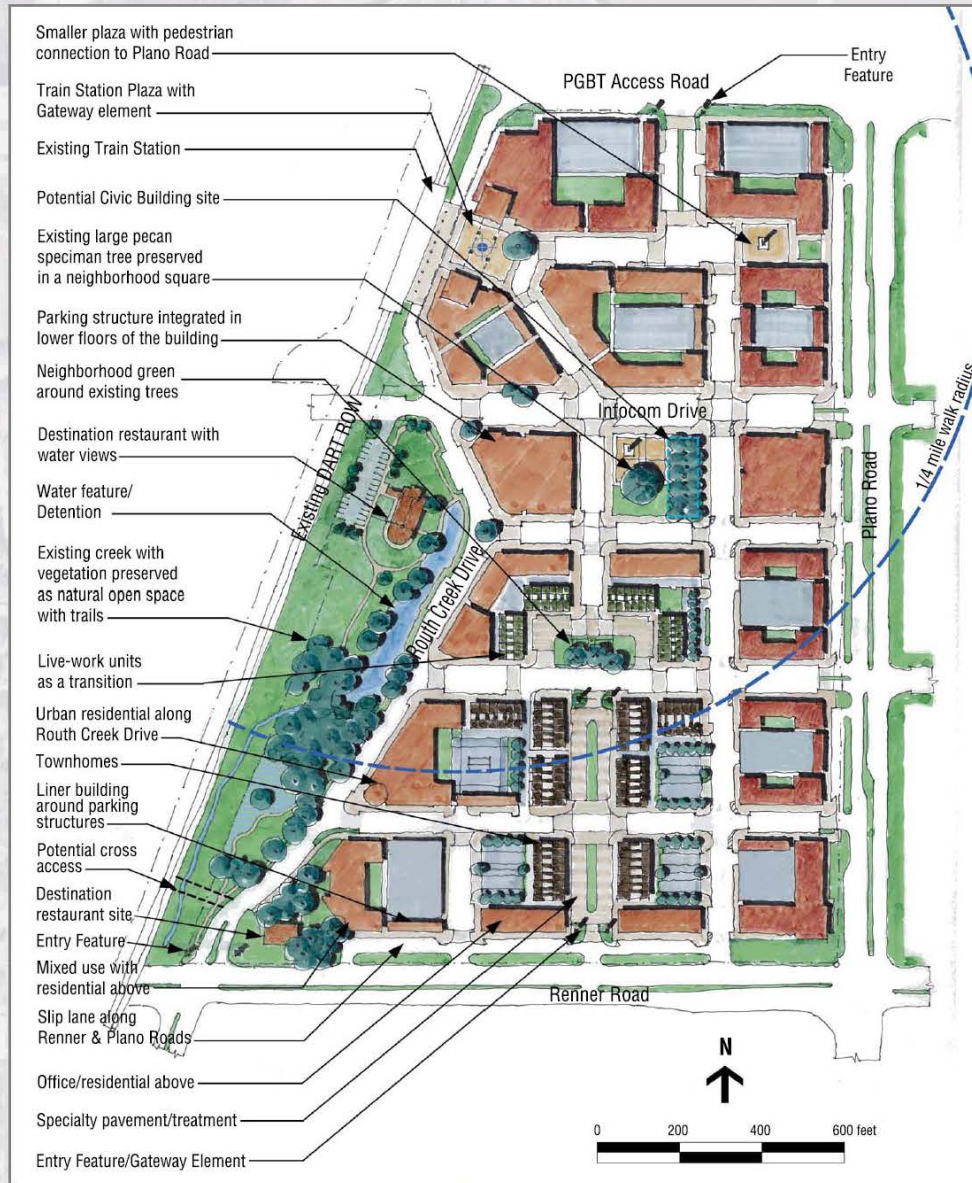
City Council Meeting  
January 31, 2011



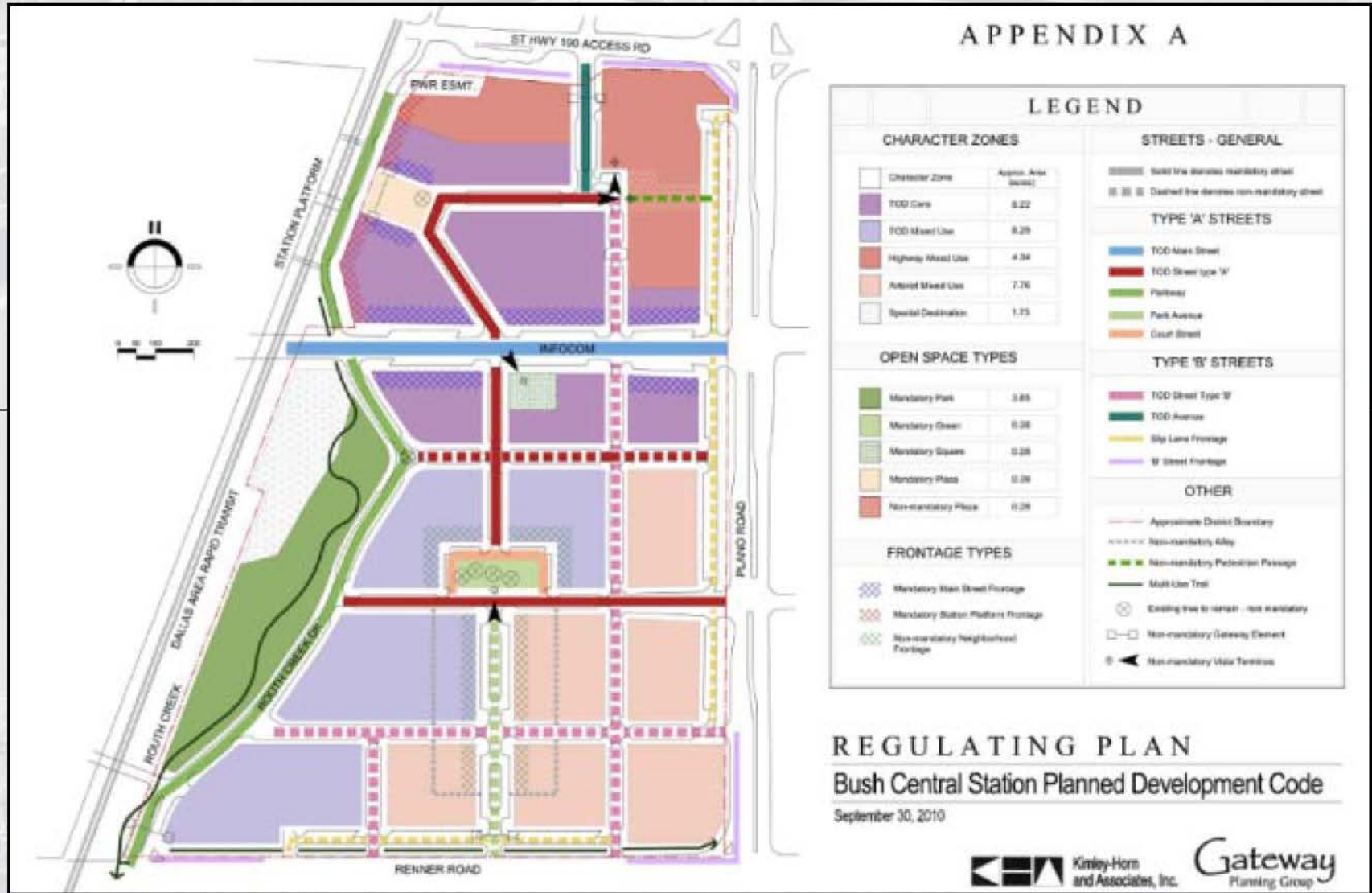
## A code protecting Richardson while also creating a World Class Destination



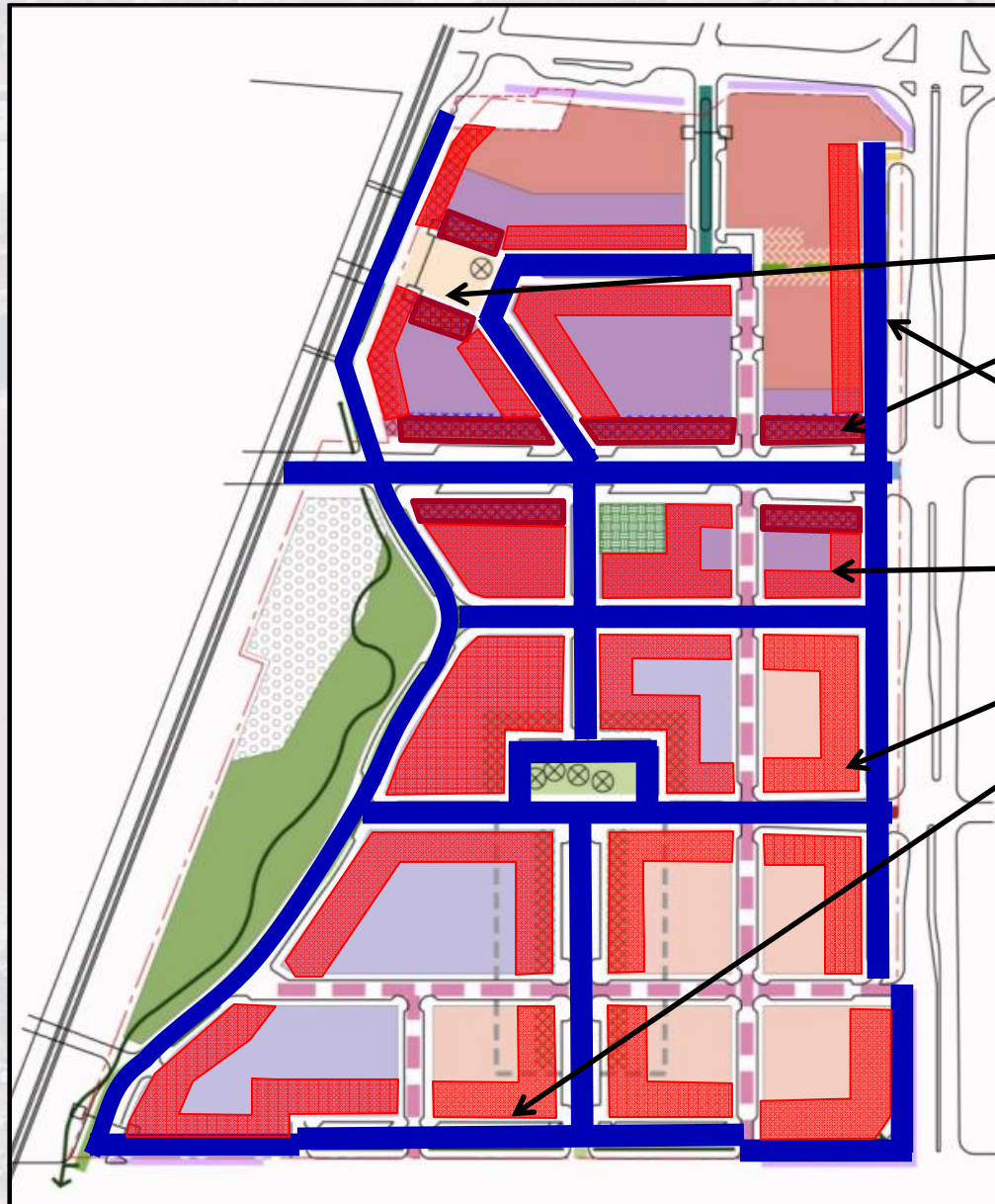
# Illustrative Bush Central Neighborhood



# The Regulating Plan



## FBC Standards Ensuring High Quality Mixed Use

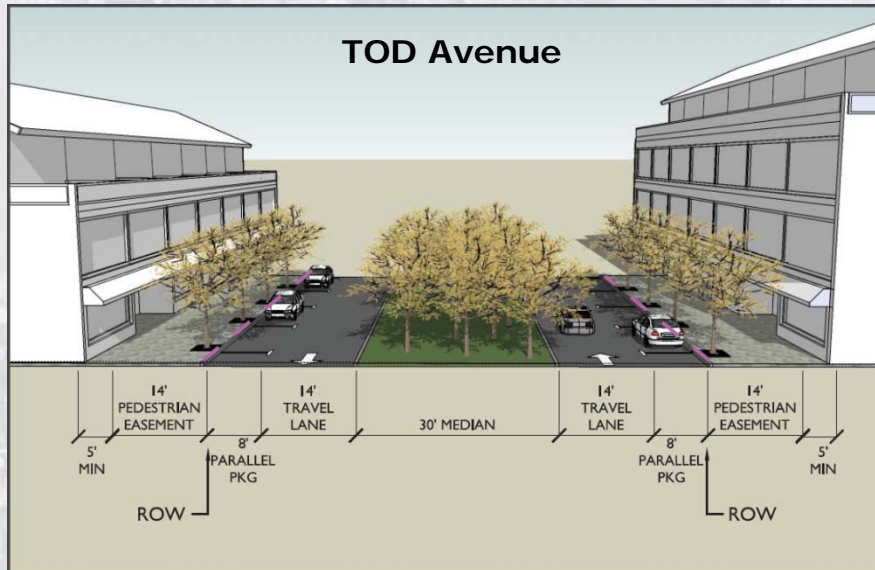
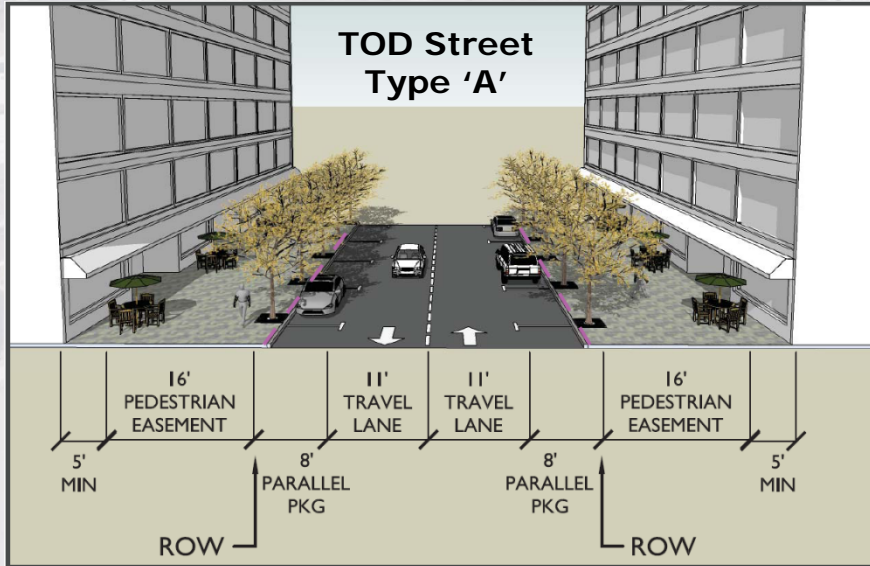


**Main Street Frontage-  
No Residential Uses  
on the Ground Floor  
for the first 30'**

**"A" Street and Plano  
and Renner Road  
Frontages**

**Ground Floor Built  
to Retail Ready  
Standards (e.g., 15'  
floor-to-floor),  
commercial building  
code and 85%  
masonry required  
(all buildings on  
blue frontage)**

# Street Standards Ensuring High Quality Mixed Use



## Approximate Fiscal Impact – 40 Years (based on TIA buildout estimates)

**Table 8: Total Revenue Pre- and 20 Years Post-Buildout (\$2010)**

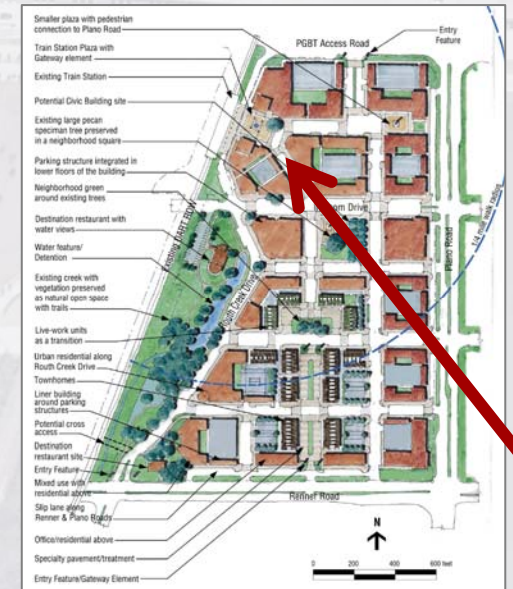
<b>City of Richardson</b>	<b>Pre-Buildout</b>	<b>Post-Buildout</b>	<b>Totals</b>
City Property Tax Revenue	\$20,561,079	\$39,163,960	\$59,725,039
City Sales Tax Revenue	\$3,937,500	\$7,500,000	\$11,437,500
City Lodging Tax Revenue	\$7,009,653	\$13,351,720	\$20,361,373
<b>City of Richardson TOTAL</b>	<b>\$31,508,232</b>	<b>\$60,015,680</b>	<b>\$91,523,912</b>
<b>Other Local Jurisdictions</b>			
County Property Tax Revenue	\$8,193,224	\$15,606,140	\$23,799,364
CC District Property Tax Revenue	\$3,212,223	\$6,118,520	\$9,330,743
ISD Property Tax Revenue	\$43,811,586	\$83,450,640	\$127,262,226
<b>TOTAL ALL JURISDICTIONS</b>	<b>\$86,725,265</b>	<b>\$165,190,980</b>	<b>\$251,916,245</b>

Source: TXP





# A Regional TOD Destination



**View to station plaza**

## **Recap of Concessions from City Council Worksession (January 17, 2011):**

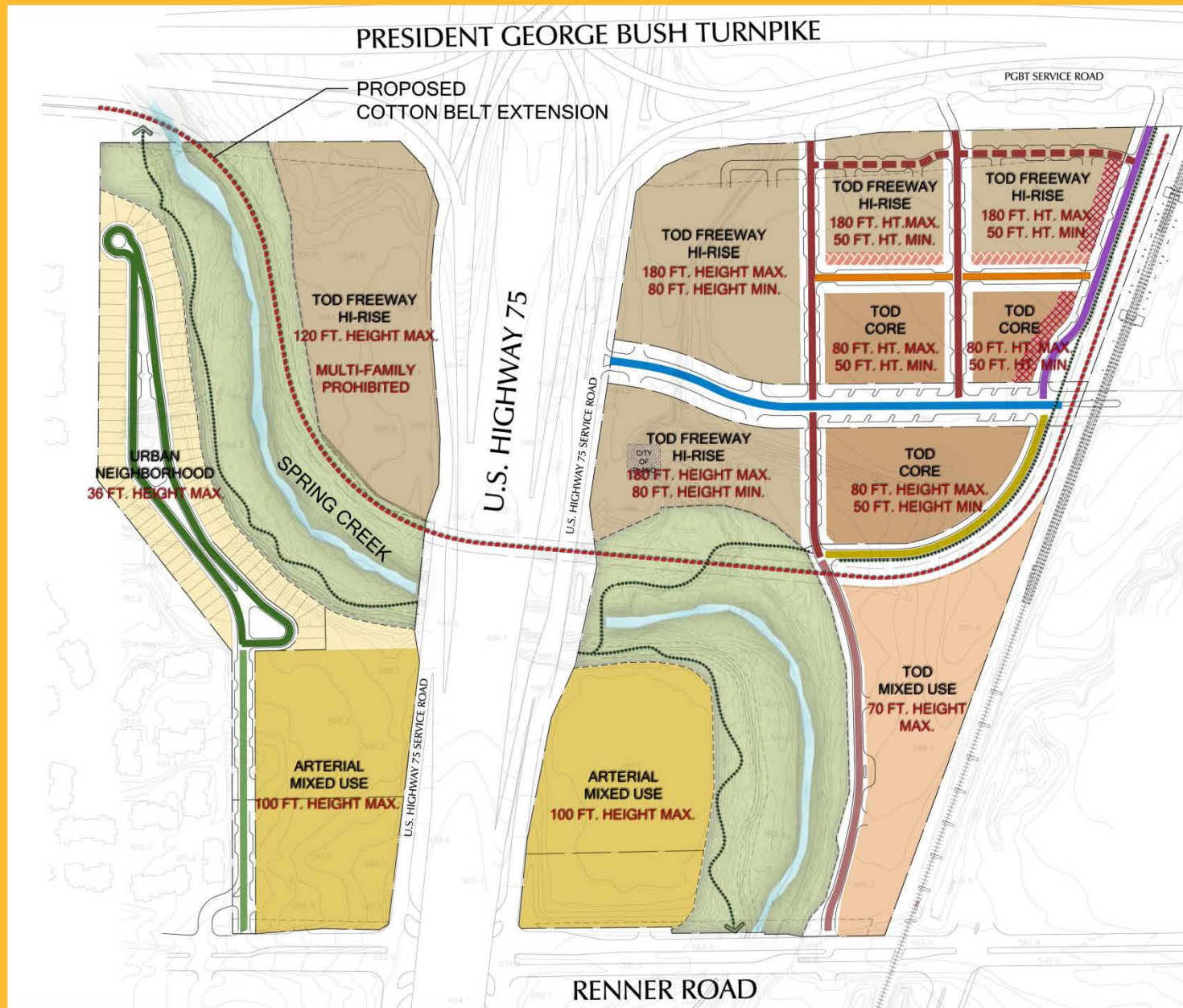
- 1.) Volunteered a Cap of 1,500 Total Multi-Family Units**
- 2.) MF NOT Permitted in Arterial Mixed Use Character Zone**
- 3.) EIFS limited to 15% of any Façade, and Only Above 8 Feet  
in Height**
- 4.) Require Periodic Assessment of the Planned Development  
Code**



## **Additional Concessions (January 31, 2011):**

- 1.) Reduce our Cap to 1,250 Total Multi-Family Units**
- 2.) EIFS is prohibited on all building elevations with the exception of its use for exterior trim and moulding features**
- 3.) MF NOT Permitted in the portion of the Character Zone TOD Freeway Hi-Rise located at the southwest corner of U.S. 75/PGBT**
- 4.) For all uses, ceilings shall be a minimum of 10'-0" clear dimension with the exception of bathrooms, closets, hallways or areas common to furr down conditions**





# Appendix A – Regulating Plan



Good Fulton & Farrell