

City of Dallas

UDPRP Review Summary

Urban Design Peer Review Panel

DATE: 4.28.23

TIME: 8:30am

PROJECT: Rivulet Development

LOCATION: City Hall 6ES

Overview

Below is a summary of the Urban Design Peer Review Panel's advice for the Rivulet Development project as derived from the April 28th Peer Review session.

Advice Summary

1. The Panel advises looking at how having buildings pulled closer to the street along University Hills / Camp Wisdom could enhance the development by making it more visible, inviting, and linking it better to the UNT campus.
 - a. Conversely, the Panel suggests looking at a greater commitment to placing buildings closer to the creek and conserving natural features closer to the street to take greater advantage of the land's natural features.

(Applicant Response 10.16.23) Agreed with a greater commitment to the creek. Per Exhibit 1, our commercial plan has been revised to exclude the southwestern most corner of the site (labeled as "MF") as we do not yet have control of this property. Our plan is to maximize natural preservation along the creek and allow our story to be told along the creek corridor, as opposed to an urban story. This is particularly evident in the abundance of green space within the commercial development and open green spaces between and around buildings.

Unfortunately, parking garages/decks are not financially feasible and city parking requirements limit building density. Within these constraints, we have developed as much square footage as financially feasible for this phase of the project's life cycle. Overall, the location and placement of buildings attempts to maximize creek views/access while still providing an urban feel to the street edge while not turning our back to the creek. The three largest buildings of the commercial development (Grocery Anchor, Fitness, and Library) are aligned along the creek, with the next two largest buildings aligned to lead pedestrians to the creek. The three 4500sf pad sites along Camp Wisdom Rd provide a slightly more urban feel to the street edge and aid pedestrian interaction with the project.

(City Response 10.23.23) With this revision and clarification as shown on Exhibit 1, you have met the Panel's recommendation placing development along the creek. Please note, as future detailed development proposals emerge, they will be documented and secured in single development incentive agreement or multiple development incentive agreements.

2. The Panel recommends the applicant work with the City to determine the viability of the roundabout at Camp Wisdom / University Hills. Look into how it would affect how the development is experienced and accessed.

(Applicant Response 10.16.23) Agreed. We plan to discuss options with the Department of Transportation on how to create a more compact intersection that reduces vehicular traffic (volume and speed) and improves pedestrian circulation and safety. Feasible options include a roundabout, highlighted crosswalks (lighting and/or pavement painting), and reduced lanes of travel. Striping the intersection (particularly the pedestrian area) with colors reflective of Rivulet and UNT will help emphasize the connection between the project and the university and demonstrate our desire to increase connectivity to the community. Coloring the intersection will also create a visual signal to vehicles which will heighten awareness and slow traffic. We also

UDPRP Review Summary

Urban Design Peer Review Panel

think a bike lane in each direction of travel, or parallel parking spaces, can be used to reduce automobile lanes from three to two which will also facilitate better pedestrian travel.

(City Response 10.23.23) Your desire to work with the City's Transportation department on a design of a safer intersection satisfies the Panel's recommendation. Please provide updates to intersection design discussions and plans as they are developed to ensure any proposed changes to intersection achieve the goals set by the UDPR Panel's recommendations.

3. The Panel advises further exploration into the possibility of making the creek a more attractive amenity that includes holding water for longer periods of time.

(Applicant Response 10.16.23) The creek and the connection to the natural landscape is a focal point of our Project, as reflected by the abundance of green spaces and walking trails. Water flows through the creek currently, however, holding water in the creek would require removing vegetation, and extensive grading that would disrupt the local wildlife habitats and natural landscape. Additionally, revising the floodway requires Army Corp approval which will take 2 years and is outside the timeframe of a financially viable project.

(City Response 10.23.23) With this clarification and additional detail on the concentration of natural landscape features and walking trails along the creek, you have satisfied the Panel's recommendation.

4. The Panel recommends maximizing the preservation of trees to conserve a feature that makes the site attractive today. The trees can help soften the new development activity by making the design feel "established" from day one.

(Applicant Response 10.16.23) Agreed. A tree survey conducted by Pacheco Koch revealed that most of the significant trees are within the creek bed and at the corner of University Hills and Camp Wisdom Road. We plan to maintain the current natural landscape of the creek bed and creek banks, thus preserving most of the significant trees. Per Exhibit 1, significant trees within the commercial portion of the project are noted in pink/purple and only one would need to be removed under the current revised plan. Additionally, in advance of clearing the site, we will use iTree to identify removable Eastern Red Cedar trees below 8" to minimize total trees removed.

(City Response 10.23.23) With this clarification as shown on Exhibit 1, you have met the Panel's recommendation.

5. The Panel recommends exploring working with the topography to add one level of parking to free up land for future development, increasing the amount of wooded land that is conserved, and seeing what kind of interesting building configurations and relationships with the site and the creek frontage it might facilitate.

(Applicant Response 10.16.23) A parking deck utilized to preserve green space and minimize visible parking is a worthy goal. As mentioned prior, a parking deck/garage are not financially viable options for the development at this stage in its life cycle.

(City Response 10.23.23) We understand the cost to build structured parking may be difficult. With this clarification, you meet the Panel's recommendation but advise you don't dismiss the ability to provide structured parking until you've worked through the City's incentive application. Additionally, we advise you continue to explore options to reduce the number of required parking spots currently available in the City's development code and those that may be updated in the near future.

6. The Panel advises looking at how the front half of the development can be condensed slightly to help make it more walkable and concentrate activity around a boardwalk spine.

(Applicant Response 10.16.23) Our urbanization of the site is adding easy and concise walkability around the site as a whole via walking trails to facilitate pedestrian walkability. For the commercial site specifically, our plan is to develop it in a way that can adapt over time, by converting from suburban to more urban as the community grows and the market demands. The infrastructure

UDPRP Review Summary

Urban Design Peer Review Panel

we are putting in place can stay, but vertical height can be added to increase density, while increased rents and land value will financially justify parking structures to support the additional leasable space. instead of a traditional boardwalk that follows the curve of the creek, the project will utilize trails that flow along the route of the creek. However, for pedestrian safety and structural integrity reasons, the trails must be a slight distance away from the creek area, but within viewing distance of the creek. In place of a boardwalk, we have oriented the bank and retail/office buildings diagonally to form a retail promenade. The promenade's presence will be further emphasized as the project densifies over time but will create an anchoring effect that should help create a sense of place thus concentrating activity and pedestrian traffic.

(City Response 10.23.23) With this clarification on the development's pedestrian infrastructure, you have met the Panel's recommendation. Please provide additional detail and updated plans as you further develop the project and opportunities to increase density arise. Please note, as future detailed development proposals emerge, they will be documented and secured in single development incentive agreement or multiple development incentive agreements.

7. The Panel recommends further study of the trail network, diagonal organizing element, midblock parking, and the intersection design at Camp Wisdom / University Hills to ensure the development is more walkable and bikeable rather than an experience geared to the automobile. It is imperative that the development design be welcoming to students from UNT and the surrounding neighborhoods.

(Applicant Response 10.16.23) Agreed. The site is roughly ½ mile square, and ~0.7mi from the University Hills/Camp Wisdom intersection to the farthest NW corner. This translates to 10-15mins walking times within the site. The trail system further facilitates walkability. The walking trails will be located within the green spaces abutting Ricketts Branch Creek and will provide a meandering path to walk the project. We plan to engage a trail consultant to design ideal locations/pathways for the trails. To lead pedestrians from the University Hills/Camp Wisdom intersection to the creek and the trail system, we have oriented the bank and retail/office buildings diagonally along the main retail promenade and provided trail access starting at the intersection. This diagonal orientation will be further emphasized as the project densifies over time. Subject to discussions with City of Dallas Transportation Department, the intersection design itself will ideally include a UNT themed green painted bike lanes and/or parallel parking lanes to reduce the existing 6 lane roadway to 4 lanes to ease pedestrian access to/from the UNT campus.

(City Response 10.23.23) With this additional detail, you have met the Panel recommendation's general intent of developing a project oriented towards the pedestrian rather than the automobile. Please provide additional detail and updated plans as you develop your project and pedestrian infrastructure. Please note, as future detailed development proposals emerge, they will be documented and secured in single development incentive agreement or multiple development incentive agreements.

8. The Panel advises pushing environmental opportunities to make the development more sustainable, more complimentary to the natural environment, and less like a typical suburban development model.

(Applicant Response 10.16.23) Agreed. At this time, it is too early in the development timeframe to commit to specific sustainable implementations, however, we are exploring rain capture, bio swales, solar components, EV charging, etc.

(City Response 10.23.23) Your intent to explore pursuing sustainable opportunities that compliment and highlight the site's unique context satisfies the Panel's recommendation. Please provide details of your sustainable strategies as they develop. Please note, as future detailed development proposals emerge, they will be documented and secured in single development incentive agreement or multiple development incentive agreements.

UDPRP Review Summary

Urban Design Peer Review Panel

9. The Panel recommends exploring strategies for creating a more viable place by adding density and uses to the front half of the site by introducing a residential program.

(Applicant Response 10.16.23) As mentioned prior, our plan is to develop a site that can adapt over time, by converting from suburban to more urban as the community grows and the market demands. Most importantly, we acknowledge that our commercial design is still preliminary and may change based on community desired tenant mix and space needs. In any case, we will update the UDPRP with changes over time. Our current plan includes three ~4500 SF retail pads along Camp Wisdom Rd near the UH/CW intersection in an effort to densify the street edge near the intersection. At this time, we are uncertain of the retail space demand in this area, thus are limiting the amount of initial development, but will add more square footage as demand/market allows. Additionally, if we acquire the property labeled as "MF" in Exhibit 1 and based on area housing demands, we are considering developing this into a garden style multifamily complex with surface parking. To maximize the urban feel at the street edge, the 2 or 3 buildings oriented along Camp Wisdom Rd will have ground floor facing the street.

(City Response 10.23.23) With this clarification that the development plan is still in the early stages but will evolve with a goal of adding density with special care to the pedestrian component, you meet the Panel's recommendation. Continue to make every effort to develop your property and any adjacent property you may acquire in the future in a more urban form that enhance the public realm and its activation. As future detailed development proposals emerge, they will be documented and secured in single development incentive agreement or multiple development incentive agreements.

10. The Panel suggests looking at a circulation system that connects all quadrants of the intersection that allows the site to grow and evolve over time.

(Applicant Response 10.16.23) As mentioned prior, subject to discussions with City of Dallas Transportation Department, the University Hills intersection re-design will ease pedestrian access to/from the UNT campus via some combination of round-about, striping, lighting, parallel parking and/or bike lanes. We also plan to discuss with Transportation the possibility of additional pedestrian crossings to the site at other locations along Camp Wisdom and University Hills; new/additional signals/stop signs and striping would be required to safely cross CW and UH.

(City Response 10.23.23) Your intent to work with the City's Transportation department on a design of a safer intersection satisfies the Panel's recommendation. Please provide updates to intersection design discussions and plans as they are developed to ensure the proposed changes to intersection are achieving the goals set by the UDPR Panel's recommendations

Exhibit 1

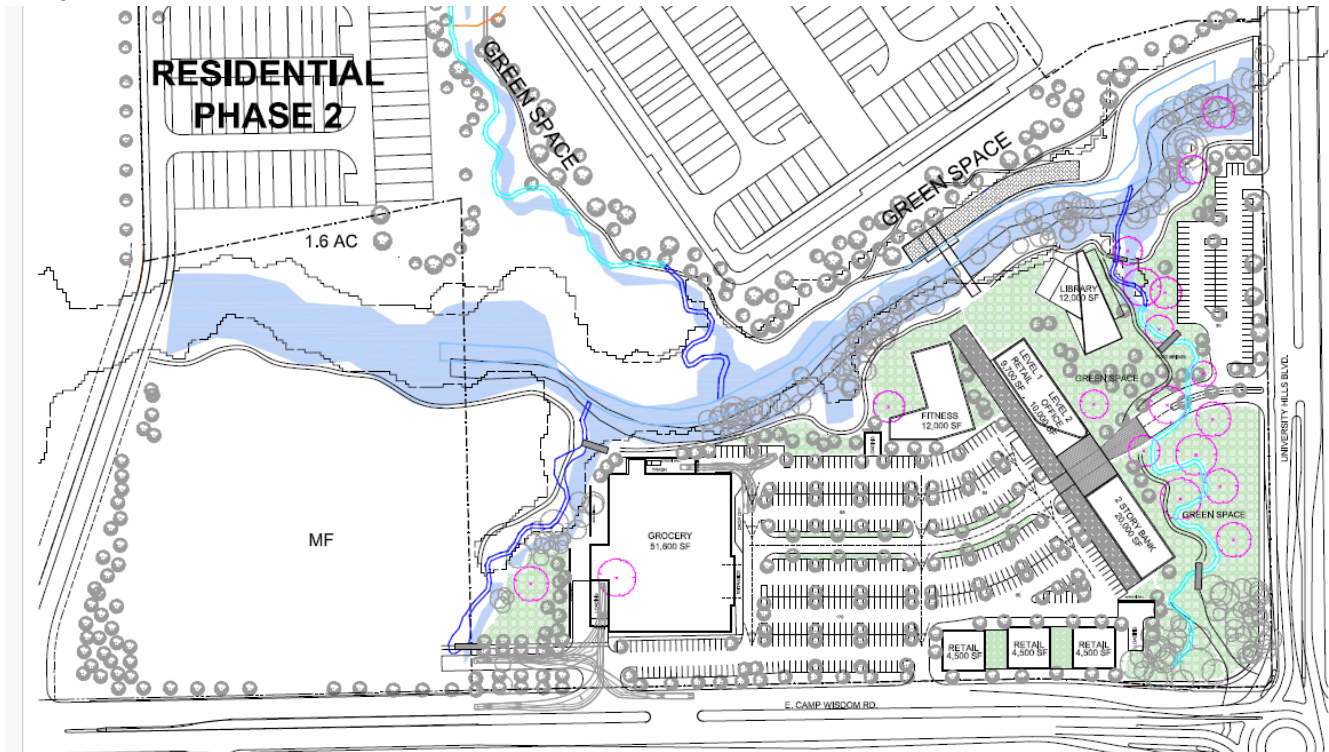


Exhibit 2

