

Located east of North Central Expressway (US75) and south of the President George Bush Turnpike (PGBT), the Bush Turnpike Station is DART's northern portal into Richardson. The station vision and the recently-adopted rezoning are the result of an extensive planning process.

Bush Turnpike Station Transit-Oriented

For more than a decade, Richardson has worked towards attracting high-end, transit-oriented development for the Bush Turnpike Station area. Several studies commissioned in the past, including an Urban Land Institute panel study, showed great potential for a project that would leverage the availability of transit to create an important destination in the community at this key location.

On February 14, 2011, the Richardson City Council approved the rezoning of more than 140 acres of land located in north Richardson adjacent to the existing Bush Turnpike Station for transit-oriented development. The proximity of the station, as well as access to major highways and good arterial roadways, makes this location an ideal site for development of a regional destination. In addition, the station could become part of DART's planned east-west Cotton Belt Rail Line connecting to UT-Dallas, DFW Airport, and Fort Worth.

Public Art

Each rail station in the DART system includes art and design elements that were created to reflect the environment, history and culture of the surrounding community. The design of Bush Turnpike Station creates a green, park-like environment reflecting the location's farming history, and incorporates the column shape and scale of the nearby freeway overpass as a visual link between the station and the modern turnpike.







The rezoned properties surrounding the Bush Turnpike Station are owned by two partnerships that approached the City in early 2010 to discuss the possible rezoning to accommodate future development of a transit-oriented, mixed-use retail, office and residential project. These partnerships coordinated their applications to create complementary sustainable regulations. The two partnerships are:

- Caruth Properties —86 acres west of the DART light rail corridor, split by US75/Central Expressway; bounded on the north by PGBT, on the south by an arterial street and on the west by existing multi-family developments.
- Bush Central Station—57 acres east of the DART light rail corridor and south of President George Bush Turnpike; bounded on the south and east by arterial roadways.

While the specific land-use mix and land-use intensity proposed for the site are not yet known, the potential development rights under the existing zoning are:

• General Office: 2,207,000 square feet

• Shopping Center/Retail: 386,000 square feet

• Hotel: 400 rooms

• Apartment/Multi-Family: 3,250 dwelling units

• Townhomes: 175 dwelling units

1. TOD Core

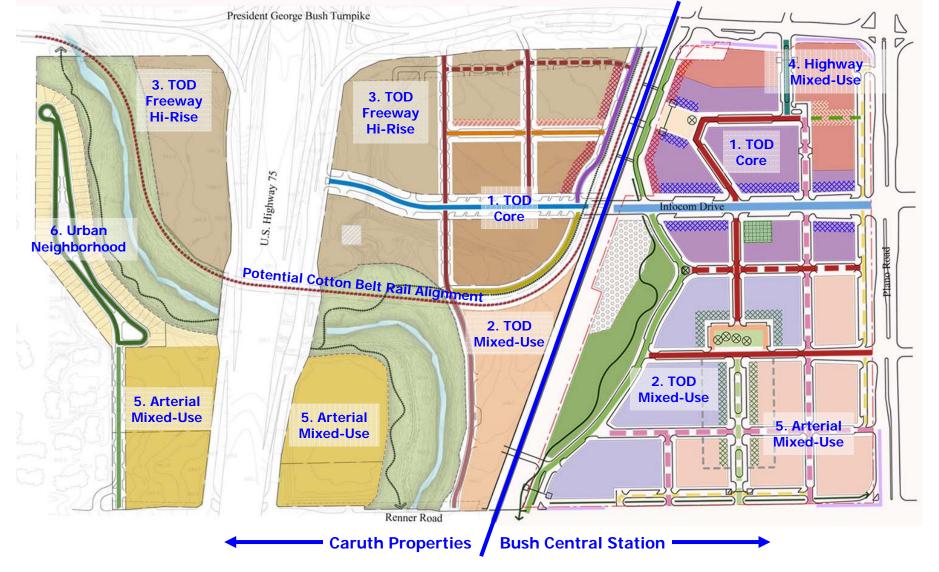
- Heart of the TOD district with direct station access
- Highest permitted density
- Highest degree of pedestrian activity
- Greatest variety of potential uses (residential, retail/restaurant and commercial)
- Maximum height: 80 feet (Caruth); 300 feet (Bush Central)

2. TOD Mixed-Use

- High intensity commercial and residential uses
- Supporting retail and restaurant uses
- Maximum height: 70 feet (Caruth); 225 feet (Bush Central)

3. TOD Freeway Hi-Rise

- Proximity to both PGBT and US75, as well as station frontage
- High intensity development (residential, retail/restaurant and commercial)
- Maximum height: 100 to 180 feet (depending on location)



4. Highway Mixed-Use

- Proximity to both PGBT and US75
- High intensity development (residential, retail/restaurant and commercial)
- Maximum height: 300 feet

5. Arterial Mixed-Use

- Transition to arterial streets
- Entrance to the development from surrounding neighborhoods
- Limited auto-oriented sites along arterials
- Maximum height: 100 feet

6. Urban Neighborhood

- Primarily residential (townhomes and live/work)
- Commercial at area entrance
- Maximum height: 36 feet



City of Richardson, Texas

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Richardson at a Glance

The City of Richardson, located 15 miles north of downtown Dallas, is part of the Dallas-Fort Worth Metroplex. Originally a farming community, Richardson has evolved into a city with more daytime workers than residents. Richardson's resident population was 99,223 as of the 2010 U.S. Census. The North Central Texas Council of Governments (NCTCOG) estimated its employment as 110,124 as of January 1, 2005.

Richardson is 28.7 square miles in area—18.4 square miles in Dallas County, the remainder in Collin County. The city is served by two nationally-acclaimed public schools systems, two community colleges, one State university, a flourishing hospitality industry, a renowned orchestra, a thriving arts and culture community, and two campuses of a regional hospital system, all of which work together to enhance the City's quality of life and business environment.

Rail Transit in Richardson

Commencement of service—2002.

Bush Turnpike

- Northern-most Richardson station
- Light rail extends north into Plano
- 1,193 parking spaces beneath turnpike lanes

Galatyn Park

- Destination station; no parking provided
- Serves Galatyn Park Urban Center

Arapaho Center

- 15-acre multi-modal transit center (bus, rail)
- 1,120 parking spaces
- Pedestrian underpass connects parking lot to rail station

Spring Valley

- Southern-most Richardson station
- Light rail extends south into Dallas
- Elevated station
- 550 parking spaces
- Brick Row mixed-use development under construction to the east

UTD Station

- Proposed station on the future Cotton Belt Rail Line
- Will serve the University of Texas at Dallas and surrounding area
- Campus-oriented mixed-use development envisioned

