

# City of Richardson City Plan Commission Agenda Packet Tuesday, November 17, 2020

To advance to the background material for each item in the agenda, click on the item title in the agenda or click on Bookmarks in the tool bar on the left side of your screen.

**AGENDA**  
**CITY OF RICHARDSON – CITY PLAN COMMISSION**  
**THURSDAY, NOVEMBER 17, 2020 AT 7:00 P.M.**  
**CIVIC CENTER – COUNCIL CHAMBERS**  
**411 W. ARAPAHO ROAD**

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City Plan Commission Meetings are held in the City Council Chambers. Due to social distancing, seating in the Council Chambers will be limited. Members of the public are encouraged to watch City Plan Commission meetings online (<https://www.cor.net/video>) or on cable.

Persons not attending the meeting who would like their views to be made a part of the public record may utilize the online Public Comment Card (<https://www.cor.net/PublicCommentForm>).

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**BRIEFING SESSION: 6:30 P.M.** Prior to the regular business meeting, the City Plan Commission will meet with staff in the City Council Chambers to receive a briefing on:

- A. Discussion of Regular Agenda items
  - B. Staff Report on pending development, zoning permits, and planning matters
- 

**REGULAR BUSINESS MEETING: 7:00 P.M. – COUNCIL CHAMBERS**

**MINUTES**

1. [Approval of minutes of the regular business meeting of November 5, 2020.](#)

**PUBLIC HEARING**

2. **Zoning File 20-13 – PD Planned Development – UTD Student Housing Village** (*continued from the October 20, 2020 CPC Meeting*): Consider and act on a request to rezone 10.03 acres located between Waterview Parkway and PGBT, east of Frankford Road from TO-M Technical Office and PD Planned Development for the TO-M Technical Office District to PD Planned Development for the A-950-M Apartment District with modified development standards to allow development of one, 5-story apartment building for a total of 242 units to accommodate approximately 800 beds. *Property Owner: Mehrdad Mazaheri, George Bush Highway Investments LLC. Staff: Sam Chavez.*
3. **Zoning File 20-20 – Special Permit – Indoor Pickleball**: Consider and act on a Special Permit request for an indoor pickleball facility on 1.23 acres located at 1000 Hampshire Lane, south of W. Arapaho Road, on the east side of Hampshire Lane, currently zoned C-M Commercial with a Special Permit for an indoor soccer facility. *Property Owner: Claudia Gordillo. Staff: Daniel Harper*

**ADJOURN**

I HEREBY CERTIFY THAT THE ABOVE AGENDA WAS POSTED ON THE BULLETIN BOARD AT CITY HALL ON OR BEFORE 5:30 P.M., FRIDAY, NOVEMBER 13, 2020.

\_\_\_\_\_  
CIDNEE MCCUTCHEN, ADMINISTRATIVE CLERK

ACCOMMODATION REQUESTS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS PRIOR TO THE MEETING BY CONTACTING LINDSAY TURMAN, ADA COORDINATOR, VIA PHONE AT 972 744-0908, VIA EMAIL AT ADACoordinator@COR.GOV, OR BY APPOINTMENT AT 411 W. ARAPAHO ROAD, RICHARDSON, TEXAS 75080.

PURSUANT TO SECTION 30.06 PENAL CODE (TRESPASS BY HOLDER WITH A CONCEALED HANDGUN), A PERSON LICENSED UNDER SUBCHAPTER H, CHAPTER 411, GOVERNMENT CODE (HANDGUN LICENSING LAW), MAY NOT ENTER THIS PROPERTY WITH A CONCEALED HANDGUN.

PURSUANT TO SECTION 30.07 PENAL CODE (TRESPASS BY HOLDER WITH AN OPENLY CARRIED HANDGUN), A PERSON LICENSED UNDER SUBCHAPTER H, CHAPTER 411, GOVERNMENT CODE (HANDGUN LICENSING LAW), MAY NOT ENTER THIS PROPERTY WITH A HANDGUN THAT IS CARRIED OPENLY.

A background map showing property lines, lot numbers, and street names. Lot 20 is at the top with a 3801 Min. FF and 531.10. Lot 21 is in the middle with a 3713. Lot 22 is at the bottom with a 3709. Street names include 'COURT' and 'LEDGESTON'. Dimensions and bearings are also visible, such as '10' D.E.', '16.97'', '157.07'', '103.09'', and '10' U.E.'.

# Agenda Item 1

Approval of the Minutes of the November 5, 2020  
City Plan Commission Meeting

**CITY OF RICHARDSON  
CITY PLAN COMMISSION MINUTES – NOVEMBER 5, 2020**

The Richardson City Plan Commission met on November 5, 2020, at 7:00 p.m. in the City Council Chambers, 411 W. Arapaho Road, Richardson, Texas.

**MEMBERS PRESENT:** Ron Taylor, Chairman  
Randy Roland, Vice Chairman  
Ken Southard, Commissioner  
Joe Costantino, Commissioner  
Gary Beach, Commissioner  
Stephen Springs, Commissioner

**MEMBERS ABSENT:** Gwen Walraven, Commissioner  
Michael Keller, Commissioner

**CITY STAFF PRESENT:** Michael Spicer, Director – Development Services  
Sam Chavez, Assistant Director – Dev. Services – Planning  
Chris Shacklett, Development Review Manager  
Daniel Harper, Senior Planner  
Amber Hogg, Administrative Secretary I

**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 on October 8, 2020.**

**Motion:** Commissioner Southard made a motion to approve the minutes as amended; second by Commissioner Costantino. Motion passed 6-0.

**2. Approval of Minutes of the regular business meeting on October 20, 2020.**

**Motion:** Vice Chairman Roland made a motion to approve the minutes as amended; second by Commissioner Beach. Motion passed 5-0.

**CONSENT AGENDA**

- 3. Replat – Rockwell-Shiloh Subdivision, Lot 5B, Block A:** Consider and act on a request for a replat of Lot 5A, Block A to dedicate right-of-way and easements to accommodate the development of two (2) office/warehouse buildings totaling 174,720 square feet. The 10.003-acre lot is located at 3100 Shiloh Road, on the northeast corner of Shiloh Road and Breckinridge Boulevard. *Property Owner: Richardson Shiloh Industrial, L.P. Staff: Chris Shacklett.*

**Motion:** Commissioner Springs made a motion to approve the consent agenda; second by Commissioner Costantino. Motion passed 6-0.

## **PUBLIC HEARING**

- 4. Zoning File 20-18 – PD Planned Development – Richardson Restaurant Park:** Consider and act on a request to amend the approved major modifications for 5.3 acres located on the west side of S. Central Expressway, between S. Floyd Road and James Drive currently zoned West Spring Valley PD Planned Development to allow restaurants with drive-through service. *Property Owner: Richardson RP Development Corp. c/o Hermansen Land Dev. Inc. Staff: Michael Spicer.*

Michael Spicer presented on the case. He stated that the request is to amend the development standards, concept plan and allow restaurants with drive-thru service. The subject properties are located within Area A of the W. Spring Valley Planned Development which was established on 2011.

In May 2014, City Council approved a major modification for a 5-acre lot now developed as the Richardson Restaurant Park (Ordinance 4054) while the 0.2-acre lot remained under the zoning regulations of the West Spring Valley PD.

The current development included two, one-story buildings with a combined total of 13,900 square feet, outdoor dining areas, a common courtyard, parking and necessary infrastructure. The 0.2-acre lot was developed in 1961 with one retail single story building with approximately 4,250 square feet in area and is occupied by a credit access business.

The approved Concept Plan includes four (4) building totaling approximately 25,000 square feet around the common courtyard area with permitted uses limited to restaurants without drive-through service.

The request is to incorporate the 0.2-acre lot into Restaurant Park, allow flexibility with a minor modification to building location/ site access, to approve a revised Concept Plan, amend the development standards to provide for restaurants with drive-through service and expanded outdoor dining areas. The existing building on the 0.2-acre lot would continue to be occupied by retail, commercial or office uses; however, once the building is demolished the lot could only be used for restaurant.

The specific request includes the allowance by right of two restaurants with drive-through service with one limited to prepaid pickup orders and the other could include menu boards and outdoor ordering systems; however, any future drive-through restaurants located closer than 300 feet from Floyd Road will require approval of a Special Use Permit. The applicant also proposes to expand the amount of the outdoor dining area from 35 % to 49 % and to allow minor modifications to allow changes in building locations and site circulation, provided they comply with the development standards.

The final request is to amend the noise level provision to make them consistent with Article XXII-B Performance Standards, of the Comprehensive Zoning Ordinance. He stated that the current noise level regulation is unique and difficult to enforce based on the description. He stated the proposed refinement would bring Restaurant Park in line with all other retail and commercial districts citywide.

Mr. Spicer presented the Concept Plan. The Concept Plan incorporates the 0.2-acre lot, reconfigures Buildings 3 and 4 and provides drive-through service for Buildings 5 and 6, with Building 6 being on the 0.2-acre lot.

Mr. Spicer stated that he received one correspondence in favor of the request. He concluded his presentation and made himself available for questions.

Commissioner Springs asked Mr. Spicer to elaborate more on the proposed noise decibel level regulation.

Mr. Spicer stated that property's ordinance only speaks to 90 decibel limits, but does not speak to octave bands, time of day or any specifics as outlined in Article XXII-B of the Comprehensive Zoning Ordinance. As proposed, the property will be regulated similar to other retail and commercial districts throughout the City providing a more enforceable regulation.

Vice Chairman Roland asked Mr. Spicer if the Commission was preventing live outdoor music by changing the sound measurement regulation.

Mr. Spicer answered no and clarified that a more enforceable provision was only being put in place.

### **Public Comments**

Kirk Hermansen, 5944 Luther Lane, Dallas, the property owner summarized what Mr. Spicer presented and presented information on the state of Richardson Restaurant Park and the state of the restaurant industry. He stated that the restaurant's health was vital to the economic health of the development. He stated a drive-through for contactless pickup are essential and outdoor seating areas are a necessity for customer safety. The drive-through lane for Building 5 could accommodate approximately 15 vehicles, includes an escape drive and is screened by an adjacent building. Building 6 would be a pickup order facility only. He concluded his presentation and made himself available for questions.

Chairman Taylor commended Mr. Hermansen on his presentation and on the information on the transformation of the restaurant industry.

Commissioner Southard asked Mr. Hermansen to clarify his statement regarding the pick-up window for after-hours service.

Mr. Hermansen stated by after-hours he meant after the dine-in portion of the Dog Haus restaurant was closed.

Commissioner Costantino asked Mr. Hermansen if the pad site for Building 6 was always planned to be a part of the Park.

Mr. Hermansen stated that yes. The opportunity was recently provided, but when we originally came through in 2014 the property was not available.

Chairman Taylor asked if Building 6 could be a possible “ghost” building for the property.

Mr. Hermansen stated he did not think Building 6 would be one but had interest from someone for Building 3.

Rocio Rodriguez, UT Dallas; student, spoke in favor of the request. She stated that the request would be a positive change for the area. She stated based on the existing development surrounding the Park, the proposed request for drive-through restaurants is necessary as there are no drive-through restaurants within close proximity of US 75 and W. Spring Valley Road. She did not see any traffic congestion issues or with shortage of parking for the uses.

Clay Eiland, 13112 Brush Creek, Dallas, spoke in favor of the request and stated that saw the need for drive-through restaurants and that it would bring good traffic to the area. He stated that he wanted the opportunity to coordinate circulation/cross access with his property and the subject property and asked that the request be tabled to allow them to so.

Vice-Chairman Roland stated the Richardson Restaurant Park has defined borders and rules governing it and asked if Mr. Eiland’s property was included.

Mr. Spicer stated Mr. Eiland’s property is not included.

Vice-Chairman Roland stated based on the outcome of the Richardson Restaurant Park parcel request, could we overlay Mr. Eiland’s property with the current request.

Mr. Spicer stated given how the case was advertised, we could not include it with the current request. The case would have to be re-advertised to do so.

Mr. Roland stated with not knowing timing for the new development or the status of contract negotiations, should we consider the opportunity to explore Mr. Eiland’s suggestion.

Mr. Spicer stated in all fairness to the applicant, we are obligated to process the subject case. If the applicant desires to do so, we would respond accordingly.

Commissioner Costantino stated he was not sure if that would be a good idea. The applicant has put in the effort and wanted to allow the applicant the opportunity to respond.

Springs stated he concurred with Commission Costantino and needed the applicant to respond to what was being discussed.

Mr. Hermansen stated he would like to proceed with their request as a lot of time has been spent on the proposed project but would continue to work with Mr. Eiland.

Mr. Eiland stated he did not want to slow down the process.

With no further public comment, Chairman Taylor closed the public hearing and asked if there was any further discussion from the Commission

Vice-Chairman Roland stated he would be in support as long as a continued effort was made to make Restaurant Park a destination place.

Southard stated with the type of cooperation between the applicant and Mr. Eiland, would there be any provision needed in a motion to facilitate the that process.

Mr. Spicer stated not at this time. Should they come back in the future to accommodate Mr. Eiland's property; including like development standards, we would process the request at that time.

Mr. Springs stated it is important to think long term and had been on record against drive-throughs in this area but was inclined to soften his position. The parcel is already developed and if drive-throughs are appropriate it would be along a freeway and that the restriction along Floyd Road was appropriate given the proximity of the residential neighborhood.

**Motion:** Commissioner Costantino made a motion to recommend approval of Zoning File 20-18 PD – Planned Development- Richardson Restaurant Park as presented; second by Commissioner Beach. Motion Passed 6-0.

- 5. Zoning File 20-19 – PD Planned Development & Special Permit – Great Outdoors Sub Shop:** Consider and act on a request to change the zoning on 0.3761 acres located at 2005 Alamo Road, north of W. Campbell Road, west side of Alamo Road, from C-M Commercial District to PD Planned Development for the C-M Commercial District with modified development standards and a special permit for a restaurant with drive-through service. *Property Owner: Gerald Oliverie, Great Outdoors Sub Shop, Inc. Staff: Daniel Harper.*

Daniel Harper presented on the case. He stated that the applicant proposed to develop single story, 2,198 square foot building with a 375 square foot outdoor dining patio including redesigned driveways and a parking lot in order to develop a drive-through restaurant.

Mr. Harper presented the proposed Concept Plan that showed a commercial building with a drive-through service lane with 6 queuing spaces wrapping around the southern and western sides of the building with a total of twenty-two parking spaces. Of the 22 parking spaces, 12 parking spaces are accessible from on-site drive aisles, with the balance accessed from existing 24' mutual access easements with the properties to the north and west.

The applicant is proposing a 2'-6" foot landscape buffer along Alamo Road while a minimum 10-foot landscape buffer is required. As a comparison, the Velvet Taco site located south of the subject site was approved with a 5-foot landscape buffer. In addition, the parking islands located on the west side of the building are shown to be 9'-3" wide while the required width is 10 feet. The proposed reduction is to allow additional space for parking but still provide enough space for a lane to the south to accommodate a two-way drive lane.

The proposed building elevations show a building height of 19'-5" and utilize a combination of materials including stucco, brick, stone and a pergola would be constructed over the outdoor patio area. The roof mounted equipment would be screened with a parapet wall.

The proposed Concept Plan met the requirements of the C-M Commercial District including landscaping percentages.

No correspondence had been received and made himself available for questions.

Commissioner Springs asked what the entitlement on their current building is if the applicant moved.

Mr. Harper stated that the current building would be converted into a bank. A site plan had already been approved for a PNC Bank in March 2020 by staff.

Commissioner Costantino asked if it was a common occurrence for the property in general to access parking spaces from existing fire lanes or mutual access easements.

Mr. Harper replied yes.

Commissioner Beach asked if queuing spaces for 6 vehicles was common for a drive-through lane.

Mr. Harper stated their current site had a 5-car stacking lane and the applicant is adding another car to provide a total of 6 spaces. He stated that there was a concern of a car spilling over into a fire lane; however, staff advised applicant to move the menu further south to get more cars into the stacking lane.

With no further questions for staff, Chairman Taylor opened the public hearing.

### **Public Comments**

Gerald "Jerry" Oliverie, 6808 La Costa Drive, Rowlett 75088; the applicant, expressed his gratitude to the City. They have been at their current location since 1990. The proposed restaurant will be larger than their existing building to improve employee workspace and the customer dining area. They needed to be out of their current location by June 1, 2021 and really would like the PD and Special Permit to be granted.

With no further comments, Chairman Taylor closed the public hearing and asked the Commission if they had any additional questions for staff or would like to move for a motion.

**Motion:** Commissioner Southard made a motion to recommend approval of Zoning File 20-19 PD – Planned Development & Special Permit – Great Outdoors Sub Shop as presented; second by Commissioner Beach. Motion Passed 6-0.

**Adjourn**

With no further business before the Commission, Chairman Taylor adjourned the regular business meeting at 8:19 p.m.

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Ron Taylor, Chairman

DRAFT

A background map showing property lines, lot numbers, and street names. Lot 20 is at the top with a 3801 Min. FF and 531.10. Lot 21 is in the middle with a 3713. Lot 22 is at the bottom with a 3709. Street names include 'COURT' and 'LEDGESTON'. Dimensions and bearings are also visible on the map.

# Agenda Item 2

Zoning File 20-13:  
UTD Student Housing Village

## ZONING FILE 20-13

### **Attachments:**

1. Addendum
  - a. Revised Zoning Concept Plan (Exhibit “B-2”)
  - b. UTD Campus Master Plan Update 2018
  - c. Aerial – Building Height Adjacencies
2. Staff Report
3. Zoning Map
4. Aerial Map
5. Original Zoning Concept Plan (Exhibit “B-1”)
6. Building Elevations (Exhibit “C-1” and “C-2”)
7. Architectural Building Rendering
8. 3D Model, Tabulations and Sections
9. Applicant’s Statement
10. Property Owner’s Letter
11. Notice of Public Hearing
12. Notification List
13. Correspondence

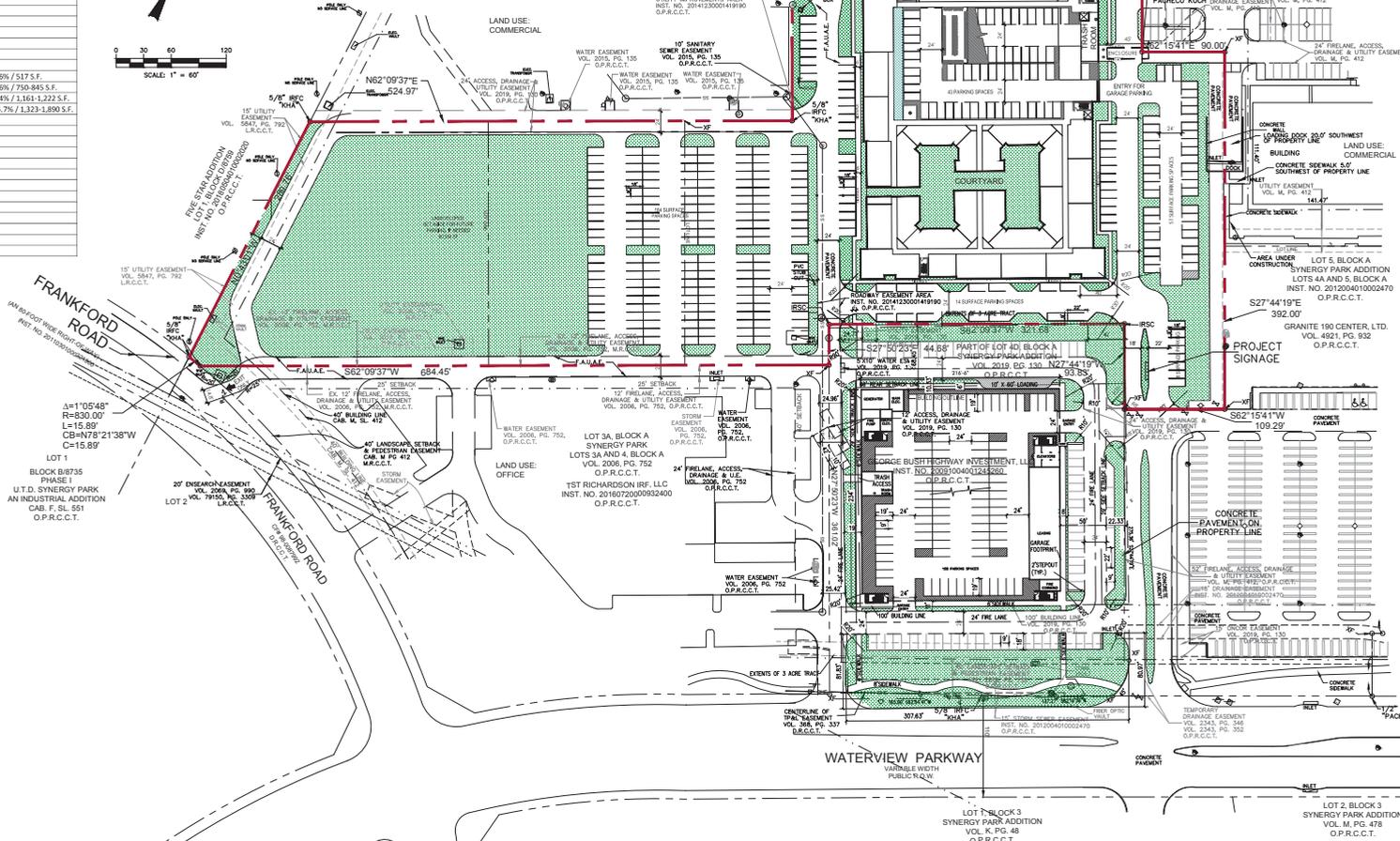
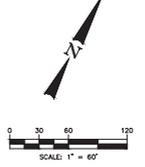
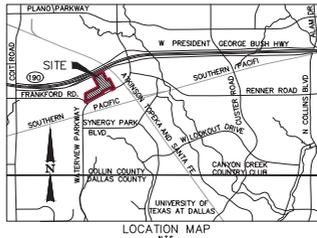
**ALTA TERRA STUDENT HOUSING MASTER PLAN**

SYNERGY PARK ADDITION, LOTS 7 & 8 AND ZONING OF LOT 4D, BLOCK A

10.0 M	EXISTING ZONING
PD/A-950-M	PROPOSED ZONING
10.03	TOTAL ACRES
368,444	TOTAL GROSS BLDG. S.F.
0.84	FLOOR AREA RATIO
0.21	LOT COVERAGE
242	NUMBER OF UNITS
24.1	DENSITY
800	NUMBER OF BEDROOMS
647	PARKING PROVIDED
329	GARAGE SPACES
316	SURFACE SPACES
131,520	LANDSCAPE AREA

**ALTA TERRA STUDENT HOUSING**

10.03 AC	SITE AREA (436,870 S.F.)
64 FT. / 5 STORES	BLDG. HT. / NO. STORES
368,444	GROSS BLDG. S.F. (PARKING)
0.84	FLOOR AREA RATIO
0.21	LOT COVERAGE
242	NUMBER OF UNITS
24.1 DU/AC	DENSITY
800	NUMBER OF BEDROOMS:
	20 - 3 BDRM / % / MIN. S.F. 20 BDRMS / 8.26% / 517.5 F.
	45 - 2 BDRMS / % / MIN-MAX S.F. 90 BDRMS / 18.6% / 750-845 S.F.
	18 - 3 BDRMS / % / MIN-MAX S.F. 54 BDRMS / 7.44% / 1,161-1,222 S.F.
	159 - 4 BDRMS / % / MIN-MAX S.F. 636 BDRMS / 65.7% / 1,323-1,890 S.F.
2 SPACES/DU	PARKING RATIO REQUIRED
484 SPACES	PARKING REQUIRED
2.07 SPACES/DU	PARKING RATIO PROVIDED
647 SPACES	PARKING PROVIDED
	GARAGE - 329 SPACES
	SURFACE - 318 SPACES
.80 SPACES/BDRM	PARKING RATIO PER BEDROOM
131,520	LANDSCAPE AREA
17,238	COURTYARD AREA
3,722	AMENITY AREA
3,105	LOBBY-LEASING



PRESIDENT GEORGE BUSH HIGHWAY  
VARIABLE WIDTH PUBLIC R.O.W.

**REVISED ZONING CONCEPT PLAN Exhibit "B-2"**

**BKV GROUP**  
Architecture  
Interior Design  
Landscape Architecture  
Engineering

Boarman  
Kroos  
Vogel  
Group  
Inc.

Adolphus Tower  
1412 Main Street, Suite 700  
Dallas, TX 75202  
Telephone: 469.405.1245  
www.bkvgroup.com  
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BGE, Inc.  
2595 Dallas Parkway, Suite 101  
Frisco, TX 75034  
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**ALTATERRA**  
REAL ESTATE  
ALTA TERRA  
Student Housing  
MasterPlan  
Richardson, Texas  
ISSUE # | DATE | DESCRIPTION

THESE PLANS ARE ISSUED FOR THE PURPOSE OF PRELIMINARY REVIEW AND ARE NOT INTENDED FOR CONSTRUCTION. WHEN ISSUED IN FINAL FORM THEY WILL BE SEALED, SIGNED AND DATED.

RESPONSIBLE ENGINEER:  
TEXAS REGISTERED ENGINEERING FIRM  
RUSTY R. GLOVER, P.E.  
TEXAS REGISTRATION NO. 86257  
NOVEMBER 02, 2020

OWNERS:  
George Bush Highway Investment LLC  
670 West Campbell Rd. Suite 100  
Richardson, Texas 75080  
Tel: 469342297  
Contact: MEHRDAD MAZAHARI  
MMAZAHARI@YAHOO.COM

AKSHAR 10 LLC  
2508 SAM SCHOOL ROAD  
SOUTH LAKE, TX 76092  
TEL: 870-918-7999  
CONTACT: SHAILESH VORA

DRAWN BY  
CHECKED BY  
COMMISSION NUMBER 238703  
SHEET TITLE  
ZONING EXHIBIT (CONCEPT PLAN)  
10.0284 ACRES (436,839 SF)  
MARTHA MCBRIDE SURVEY  
ABSTRACT 553  
SHEET NUMBER



# The University of Texas at Dallas Campus Master Plan Update 2018



**SIGN OFFS**

**Approval:**

**Dr. Richard C. Benson**

President  
The University of Texas at Dallas

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Recommended for Approval:**

**Dr. Hobson Wildenthal**

Executive Vice President  
The University of Texas at Dallas

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Dr. Calvin D. Jamison**

Vice President for Facilities and Economic Development  
The University of Texas at Dallas

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

**Richard M. Dempsey, P.E.**

Associate Vice President for Facilities Management  
The University of Texas at Dallas

Date: \_\_\_\_\_

Signature: \_\_\_\_\_

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# Executive Summary

## The Mission of The University of Texas at Dallas is:

*“to provide The State of Texas and the nation with excellent innovative education and research. The University is committed to graduating well rounded citizens whose education has prepared them for rewarding lives and productive careers in a constantly changing world; to continually improving education and research programs in the arts and sciences, engineering and management; and to encouraging the commercialization of intellectual capital generated by students, staff and faculty.”*

The enduring vision of UT Dallas is “to be one of the nation’s best public research universities and one of the great universities of the world.”

The purpose of the Campus Master Plan Update 2018 is to facilitate the development of the buildings, roads, infrastructure, and landscaping of the built environment that supports the University’s mission and vision. UT Dallas has recently completed a Strategic Plan to move the University forward toward the objective of becoming a member of the Association of American Universities (AAU). This strategic plan has six goals and nine strategic themes each with supporting initiatives. A majority of the targets associated with these goals and initiatives can only be achieved through an efficient and cost effective physical growth of the University.

The development of the Campus Master Plan Update consisted of three phases. The Discovery Phase, which consisted of data collection and site analysis. Numerous stakeholders and interest groups were interviewed, and their input was collected and cataloged. Additionally, suggestions and comments were received through a web-based comment platform. This input

was then shared and vetted with the Working and Executive Committees. Second was the Exploration Phase where various alternative schemes were developed and presented for comment. Detailed assessments were conducted on circulation conditions and proposed improvements both vehicular and pedestrian way improvements. Future parking structure locations were meshed with these proposed improvements. Finally, sustainable strategies were developed with a specific focus on open space. The third phase involved the development and publication of the final plan. This was achieved by multiple channels, including presentations to the campus community through town hall meetings and to the Board of Regents at a regularly scheduled meeting, through placement of the final plan and backup documents on an open access website, and then printing and distribution of a formal written document.

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# Executive Summary

## Planning Principles

The following planning principals are incorporated into the development of this Campus Master Plan Update to support of the themes of accessibility, adaptability and livability:

- Activate ground floor of building.
- Orient buildings to optimize energy efficiency.
- Take advantage of natural characteristics of style and supplement with additional open spaces.
- Promote enhancement of informal, social collaborative, natural, temporal and event space typologies to improve campus life and experience.
- Promote compact campus to allow for future growth.
- Concentrate new academic development near the core of campus.
- Develop collaborative research district.
- Provide efficient infrastructure to support campus growth.
- Create and enhance safe and attractive pedestrian connections.
- Limit vehicular circulation I the core campus to necessary and transit vehicles.
- Provide a vehicular framework that is efficient, but minimizes impact on adjacent neighborhoods and on campus.

## Elements of the Plan

The elements of this Campus Master Plan Update are:

- Charting a path forward from the current state.
- Adaptability to changing circumstances.
- Provide an integrated environment.
- Identify and protect outdoor green space.
- Increase accessibility and pedestrian pathways.
- Enhance the campus sense of place.
- Plan for sustainability and resilience.
- Provide a pleasant and welcoming environment supportive of The University's unique culture.

## Supplemental Information

Incorporated as a part of the Campus Master Plan Update are a number of Appendices, which contain valuable and informative backup information.

## Real Estate Opportunities

A separate annex will be established and maintained to provide an assessment of real estate opportunities. There are several parcels of property that, the University should be proactive in acquiring to create a synergistic campus. These properties should be placed on an active watch list so that they can be acquired at the most effective cost. They can be utilized for commercial leasing until they can be developed for potential University uses. Consideration for joint use with UT Southwestern should also be a part of this ongoing strategy.

## Implementation of the Plan

The Campus Master Plan Update is a dynamic tool that will shape the physical campus during the foreseeable future of campus development. Facilities Management will be responsible for the implementation of the Master Plan Update and will periodically publicize any revisions to the campus community. All future projects will be required to comply with the basic elements of the Campus Master Plan Update or receive a variance approved by the President via Facilities Management. Periodic reviews are recommended to adjust land use patterns, density program adjacencies, circulation patterns or relationship to open spaces that might affect the campus framework.

# Acknowledgments

## Executive Committee

Dr. Richard Benson	President
Dr. Hobson Wildenthal	Executive Vice President
Dr. Inga Musselman	Vice President for Academic Affairs and Provost
Dr. Calvin Jamison	Vice President for Facilities and Economic Development
Dr. Gene Fitch	Vice President for Student Affairs
Dr. Kyle Edgington	Vice President for Development and Alumni Relations
Terry Pankratz	Vice President for Budget and Finance
Rafael Martin/Dr. Joseph Pancrazio	Interim Vice President for Research/ Vice President for Research
Dr. Hasan Pirkul	Dean, School of Management
Dr. Murray Leaf	Secretary of Faculty Senate
Naomi Emmett	President, Staff Council
Richard Dempsey	Associate Vice President for Facilities Management

## Working Committee

Dr. Calvin Jamison	Vice President for Facilities and Economic Development
Richard Dempsey	Associate Vice President for Facilities Management
Dr. Denis Dean	Dean, School of Economics, Political and Policy Sciences
Dr. Joseph Pancrazio/Rafael Martin	Vice Provost for Research/Interim Vice President for Research
Michele Hanlon	Chair Campus Facilities Committee, Associate Dean, School of Arts and Humanities
Todd Fechter	Professor, School of Arts, Technology and Emerging Communication
Matt Grief	Associate Vice President for Student Affairs
Brian Dourty	Associate VP and Chief Technology Officer, Office of Information Technology
Bob Fishbein	Assistant Vice President for Auxiliaries Services
Doug Tomlinson	Senior Director for Engineering Planning and Construction, Facilities Management
Robert Tracy	Senior Web Content Editor, Office of Communications
JW Van Der Schans/Eric Chen	President, Student Government

## Other Acknowledgments

Dr. George Fair	Vice President for Diversity and Community Engagement
Dr. Lawrence J. Redlinger	Professor and Executive Director for Strategic Planning and Analysis
Dr. Ellen Safely	Dean of Library Services
Dr. Richard Brettell	Chair of Edith O'Donnell Institute for Art History and Aesthetic Studies
Gary Cocke	Associate Director of Energy Conservation and Sustainability
Amanda Rockow	Vice President of Public Affairs
Mariah Armitage	Director of Emergency Management and Community Planning
Kelly Kinnard	Senior Director of Physical Plant Services

## Special Thanks

City of Richardson  
DART  
Kimley-Horn

## Consultant Team

Page	Project Lead-Planning, Architecture, Landscape Architecture
DeShazo Group	Traffic and Mobility

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Note: A separate document contains Master Plan Update appendices outlining further project details.



# 1. Introduction

# Foreword

## Enriching the Campus Experience

**UTDallas has experienced tremendous growth and quickly developed an aspiring and ambitious culture of leadership, research, and innovation since its founding almost 50 years ago.**

There is much to be excited about in the next phase of campus development and the ability to provide an unrivaled collegiate experience. To achieve these goals, the University has already taken a creative approach to capital investment by leveraging private partnerships to fund portions of the immediate investment required. More recently, a significant effort to develop a Master Plan Update was taken to ensure that the next chapter of UTDallas' evolution stimulates intellectual growth, supports high quality teaching, learning, research, encourages interaction, cross-disciplinary cooperation, and scholarly exchange. The following pages describe a roadmap that builds on UTDallas' strengths and plans for the decades ahead.



# Purpose of the Master Plan Update

**The 2018 Master Plan Update articulates the vision for the campus, and principles and plans to support that vision.**

Because unanticipated opportunities may arise and priorities may evolve over time, this plan creates a flexible framework for decision making and is not intended to be overly prescriptive.

This plan recommends replacing and expanding on-campus student housing and providing additional classrooms and research labs. It also articulates a vision for a revitalized academic core, a renewed student life experience, connected and enhanced open spaces, and a balanced approach to mobility and circulation, while respecting the surrounding community context.

The plan also suggests a long term vision for the North Campus that could involve public-private partnerships and capitalize on the success of the Telecom Corridor and the Metroplex region.

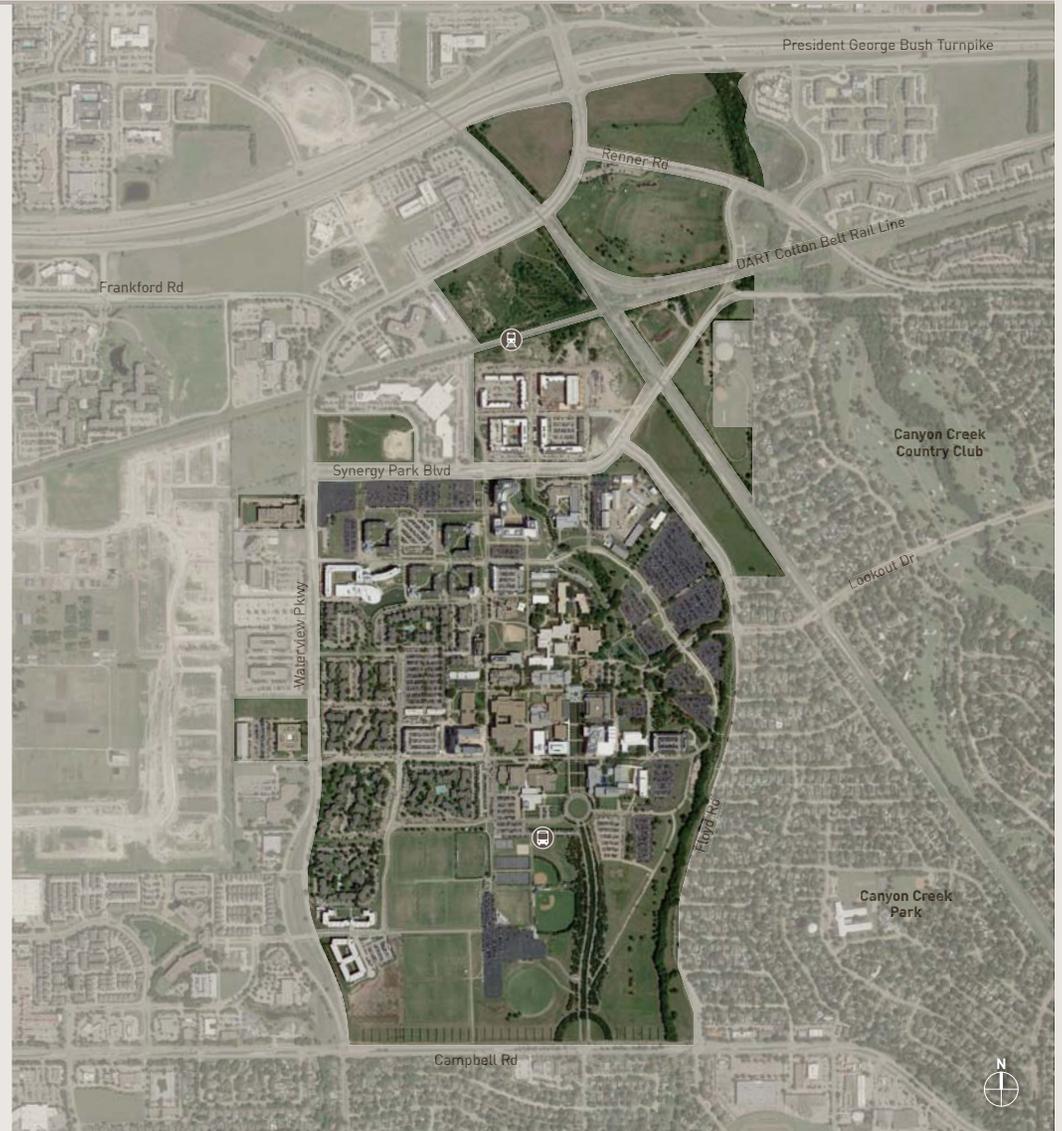
To review an electronic version of this Master Plan Update and any current addendums please visit:  
<https://www.utdallas.edu/masterplan/>



DART Station



Bus Station





## 2. Plan Overview

# Process

The planning team was charged with developing a Master Plan Update that builds upon previous planning efforts, incorporating the many projects and improvements completed, as well as those currently underway.

#### Previous and Current Plans Include:

- Campus Master Plan 2003
- North Campus Transit Oriented Development Plan 2009
- Campus Site Development Plan 2010

These plans are incorporated and reference into this Master Plan Update. During this six-month process, the planning team gathered data, observed and analyzed campus life, and developed concepts and plans. Two committees were established to lead and guide the master planning effort:

#### Executive Committee

- Charged with setting strategic direction for the master plan, and confirming proposed plans and principles.

#### Planning Committee

- Composed of campus stakeholders including student groups, faculty, staff, and the University's Facilities Department, who provided day-to-day direction to the consultant team and managed the stakeholder and local community consultation with DART and the City of Richardson.



## 1. Discovery

The Discovery Phase involved a physical analysis of the campus that built on existing data, previous studies, and the consultant team's evaluation of current conditions, as well as the University's strategic priorities. Specific tasks included the creation and review of the following planning systems:

- Data Collection, Site Analysis
- Campus Orientation
- Vision Session
- Circulation/Parking Review
- Space/Program Projections
- Site Analysis
- Opportunity Sites
- Executive Review

## 2. Exploration

The Exploration Phase articulated planning principles and an overall vision that confirmed the campus framework, related planning systems, and recommended campus design and development strategies for various land use areas, as well as residential neighborhoods adjacent to the campus.

- Alternatives Presentation
- Program/Building Locations
- Open Space
- Circulation/Parking Systems
- Sustainability and Resilience

## 3. Synthesis

The final phase of the Master Plan Update focused on the refinement and detailed documentation of the final plan. The final plan is documented with the goal of informing future coordinated decision making.

- Draft Plan Development
- Final Documents

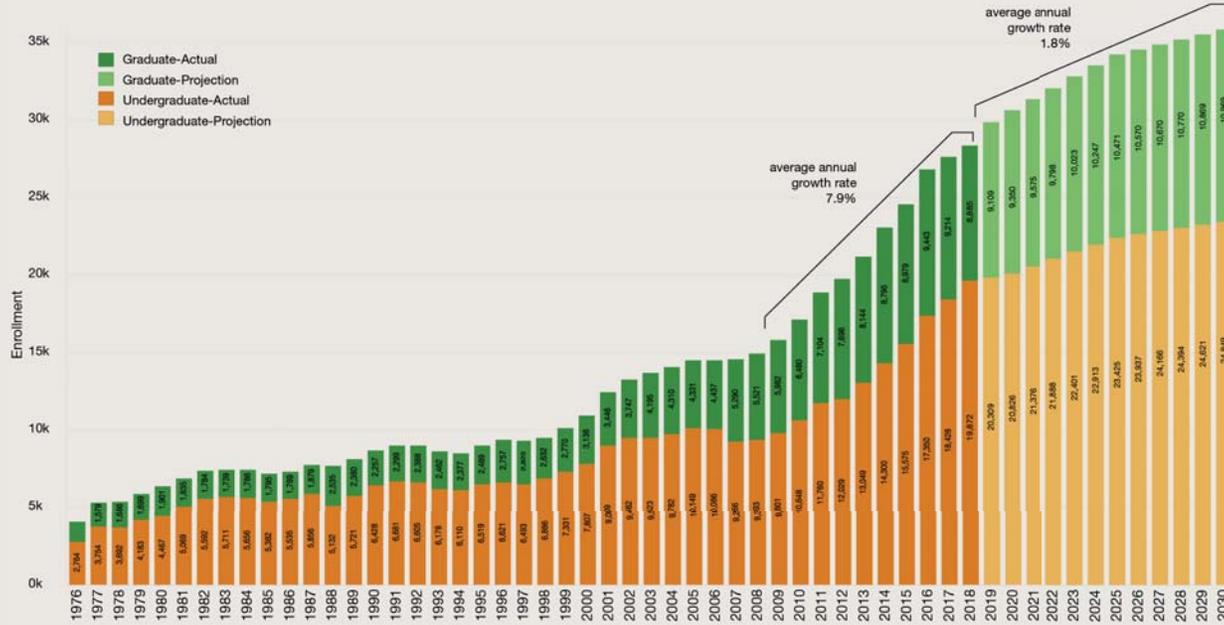
# Space Needs Assessment Methodology

**An analysis was prepared as part of the Master Plan Update process to establish current and future space needs for a variety of space types, to determine space surpluses and/or shortages, and to identify priorities for the reuse of inefficient space.**

The space types assessed within the analysis included classrooms, teaching laboratories, research laboratories, office space, library and study space, athletics and recreation, student life, support, healthcare and residential spaces. Space needs were determined for a future enrollment level of 30,000 FTE/35,000 head count, based on growth assumptions provided by UTDallas.



# Space Needs Assessment 2030 Enrollment Projections

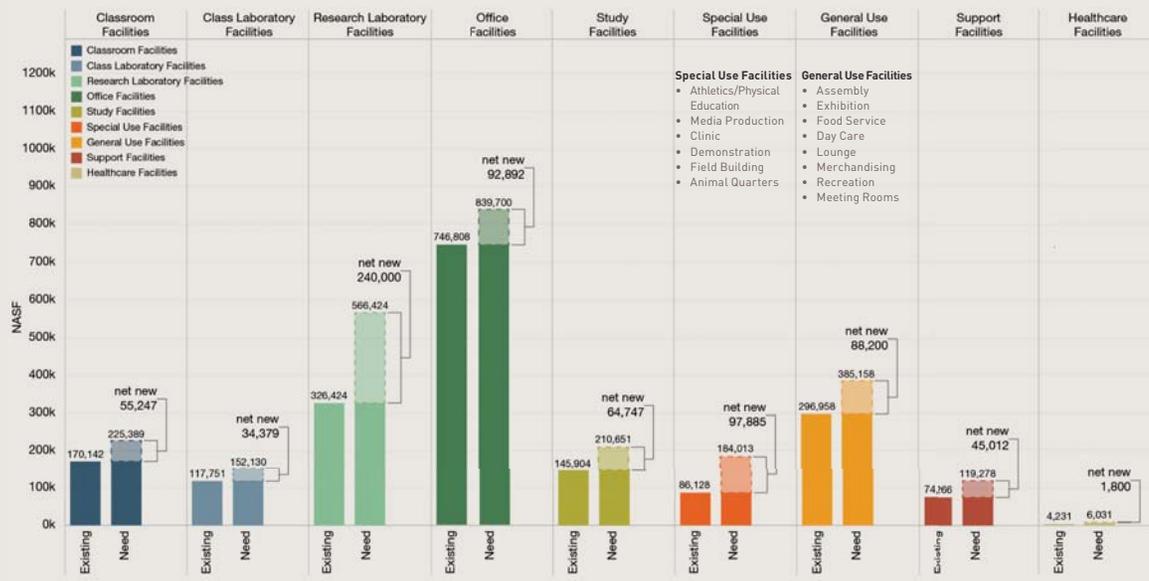


**Enrollment projections are crucial for staffing, budgeting and classroom allocations as institutions rely on these numbers to anticipate future needs and plan accordingly.**

Historical and forecasted enrollment data were taken from the Texas Higher Education Coordinating Board's Enrollment Forecast for Texas Institutions of Higher Education 2017-2030 report. Actual data was provided for 2015, 2016, 2017 and forecasts were provided for 2018-2020, 2025, and 2030. An average annual growth rate of 1.8% was derived by assuming linear growth between the 2020, 2025, and 2030 projections.

# Space Needs Assessment

## Program Details for 30,000 FTE/35,000 Head Count



The space needs analysis shown here applies the Texas Higher Education Coordinating Board (THECB) and the Council of Education Facilities Planners International (CEFPI) space planning guidelines to quantify overall space needs.

The guideline findings were supplemented with stakeholder interviews and campus tours that captured the qualitative aspects of space. The standards were used to calculate how much space the University should have at future enrollment levels.

The net new space need is based off the delta between existing space and calculations for future enrollment levels.

# Projected Program

## Program Details for 30,000 FTE/35,000 Head Count

MAIN CAMPUS	SURPLUS/DEFICIT ASF	SURPLUS/DEFICIT GSF
Classroom Facilities	(55,247)	(84,995)
Class Laboratory Facilities	(34,379)	(52,891)
Research Laboratory Facilities	(240,000)	(369,231)
Office Facilities	(92,892)	(142,911)
Study Facilities	(64,747)	(99,611)
Special Use Facilities	(97,885)	(150,592)
General Use Facilities	(88,200)	(135,692)
Support Facilities	(45,012)	(69,249)
Healthcare Facilities	(1,800)	(2,769)
<b>TOTAL</b>	<b>(720,162)</b>	<b>(1,107,942)</b>

MAIN CAMPUS	EXISTING	FUTURE NEED	NET NEW
Housing*	6,094 beds	7,618 beds	1,324 beds
Parking **	14,167 spaces	17,709 spaces	3,542 spaces

NORTH CAMPUS	0.5 FAR	1.0 FAR	2.0 FAR
Developable Parcels	1,875,000 GSF	3,750,000 GSF	7,500,000 GSF

\*0.254 beds/FTE \*\*0.590 spaces / FTE \*\*\*Assuming 86 AC of developable land

The University has significant space deficits. To support a student population of 30,000 FTE/35,000 head count, the University needs to provide a total of nearly 720,162 assignable square feet (ASF) and 1,107,942 gross square feet (GSF).

The student learning experience extends beyond the classroom and generates a significant need for study, student life, and residential spaces. The analysis reveals a potential need for nearly 64,747 ASF of additional study space, along with 55,247 ASF of classroom facilities to support 30,000 FTE/35,000 head count. Excluding residential space, student life is one of the most significant space deficits on campus and primarily relates to the lack of an adequate student union and dining facility space.

To meet the University's goal of maintaining housing of 0.254 beds per FTE, another 1,324 beds will be needed to accommodate 30,000 FTE/35,000 head count in the future. In the long term, Student Apartment Phases I, II, and III will be demolished and need to be replaced. The housing need includes 620 replacement beds for these facilities. The current and future space deficits by individual space category are documented on the adjacent table.

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# Campus Plan Strategies

Based off a thorough analysis of space needs, stakeholder interviews, and guidance from UTDallas, the following growth strategies were developed as clear and concise themes to help guide the physical design of the campus.

## Strategy 1

### Provide an integrated environment for teaching, living, learning and research

- Emphasize compactness to ensure long-term flexibility and growth;
- Strengthen the existing campus grid and street network; and
- Enhance adjacencies for existing and future program

## Strategy 2

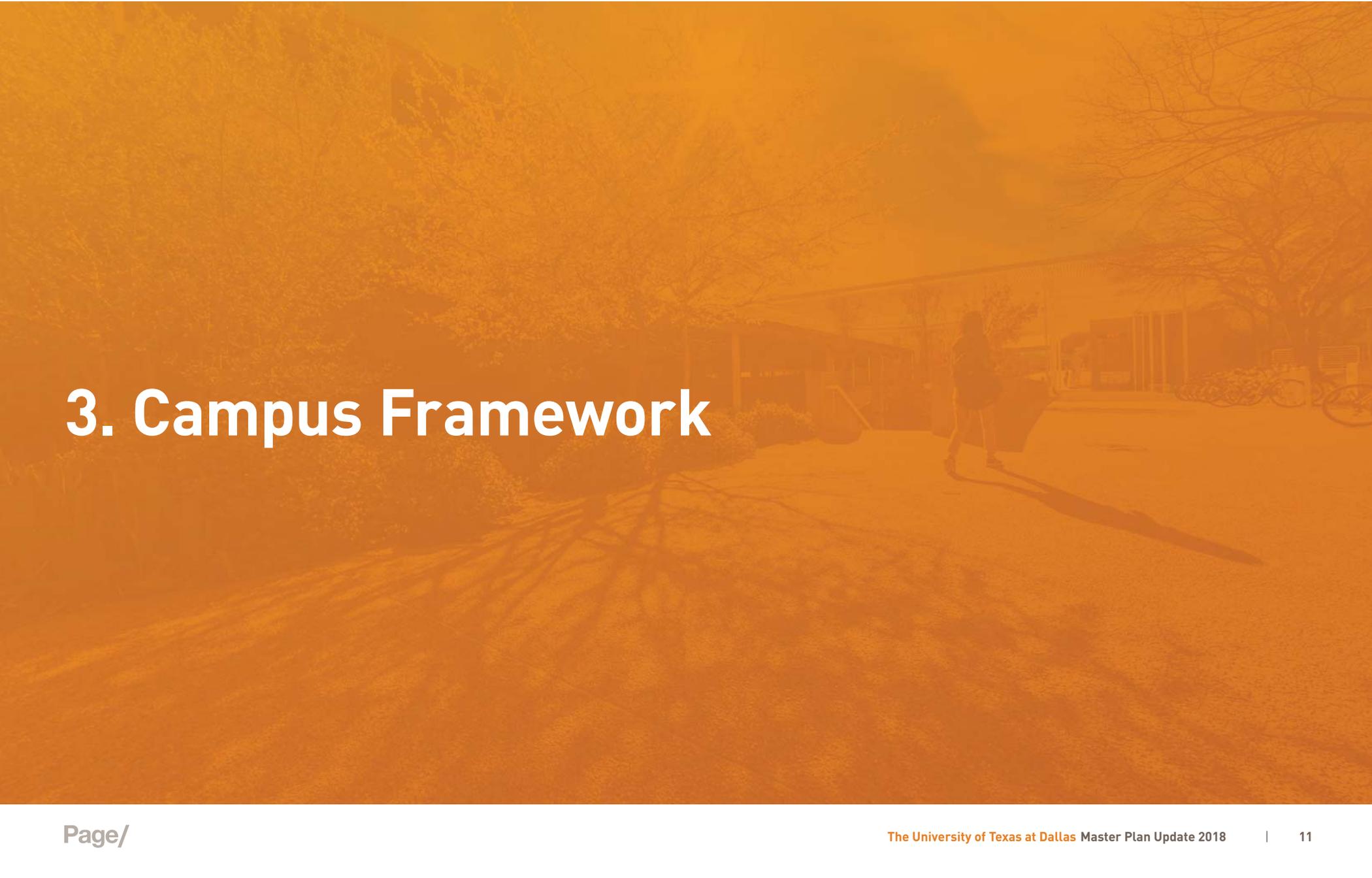
### Increase accessibility and efficiency through smart growth principles

- Optimize campus connectivity and accessibility;
- Limit vehicular circulation in campus core by locating parking on perimeter of campus; and
- Minimize impacts on nearby residential neighborhoods

## Strategy 3

### Enhance the campus's distinctive sense of place

- Enhance pedestrian safety and mobility;
- Capitalize on existing natural features and physical assets; and
- Create signature open spaces that improve campus life and experience



# 3. Campus Framework

# Existing Campus

Implementation of this plan will have far-reaching and long-lasting impacts that help guide, improve, enhance and modernize the character of the University, while still remaining true to the mission, and core values of UTDallas.

The vision relies upon the coordination of a variety of planning frameworks including open space and landscape, access and circulation, and land and building use. Collectively, these frameworks provide the foundation for a unified and comprehensive plan that reinforces the values and goals of the University and broader campus community and creates varied and rich learning environments.



DART Station

Bus Station



Image: Aerial image of UTDallas from 2016.

# Campus Framework Elements

The Campus Framework aligns four key site elements - land and building use, open space, circulation, and sustainability and resilience - to create a pattern or framework to guide future facility and infrastructure investments that will support planned enrollment growth.

These multi-faceted elements serve as an organizational guide that highlights specific themes that support the key objectives, goals, and principles of this plan and the University's mission.

## Campus Framework

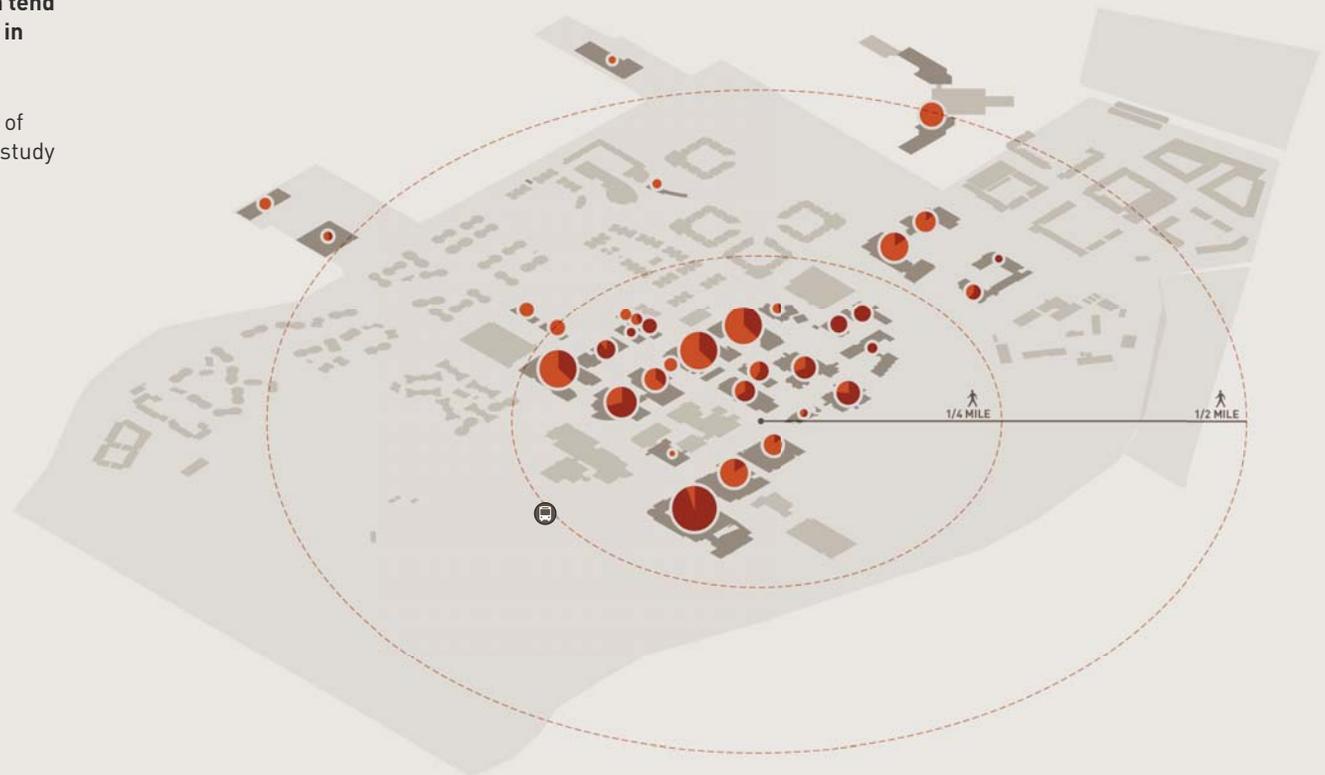


# Land and Building Use

## Current Density of Classrooms and Labs

The diagram shown here portrays the existing concentration of classrooms and laboratories, which tend to be located primarily to the east of Rutford Avenue in the campus core.

These distinct program types account for the majority of academic-related functions not including student life, study spaces, and offices.



- Existing Buildings
- Classroom Laboratories
- Classrooms
- DART Station
- Bus Station

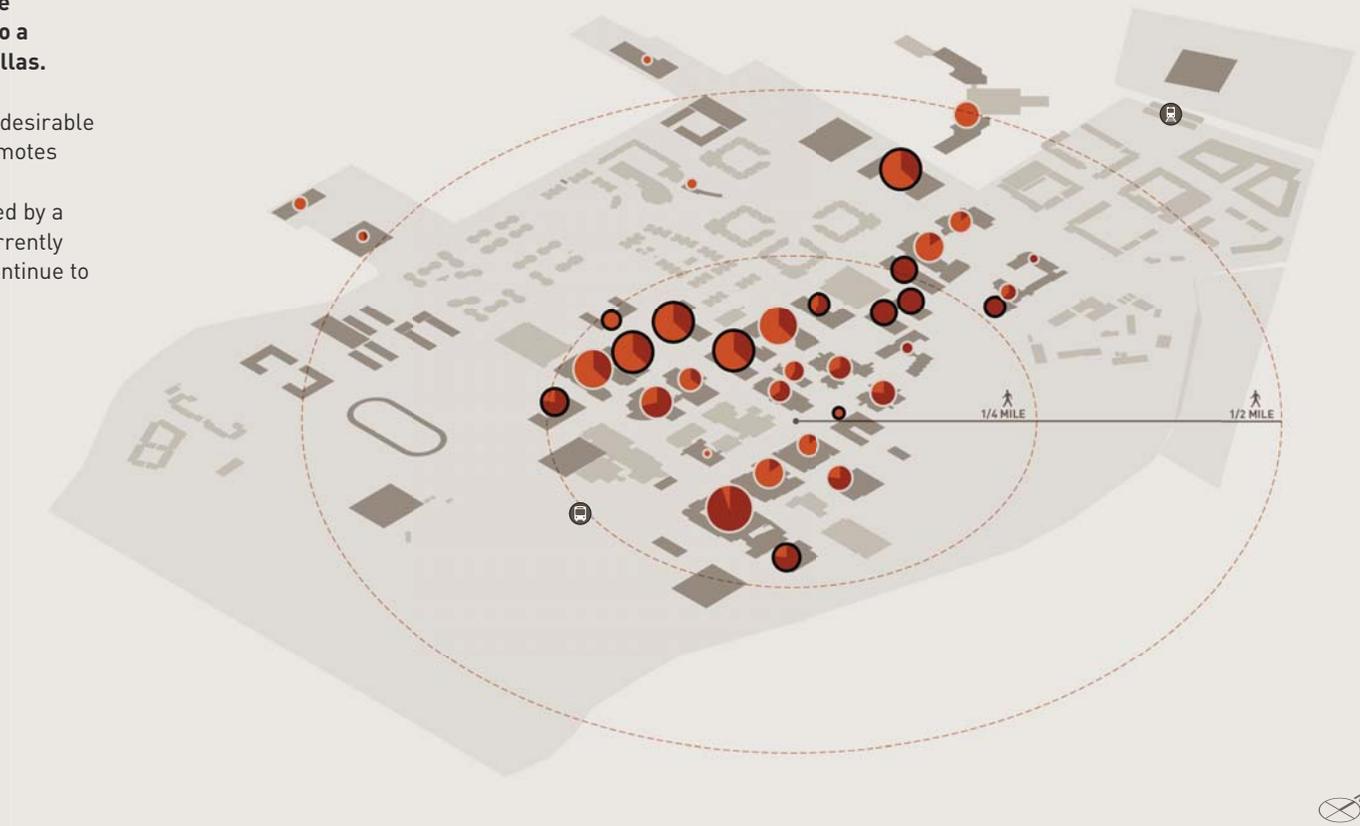
# Land and Building Use

## Future Density of Classrooms and Labs

The density diagram shown here reflects a culmination of the space analysis processes, incorporating the constituent parts of the Framework Elements into a holistic plan to guide the ongoing growth of UTDallas.

Enhancements along Rutford Avenue will create a desirable area for increased studying and learning. This promotes spontaneous interaction and provides visibility and accessibility between students and faculty anchored by a signature open space. The recently opened and currently under construction classroom lab buildings will continue to shift center of campus to the north west.

-  New Buildings
-  Existing Buildings
-  New Classroom Laboratories
-  New Classrooms
-  Classroom Laboratories
-  Classrooms
-  DART Station
-  Bus Station



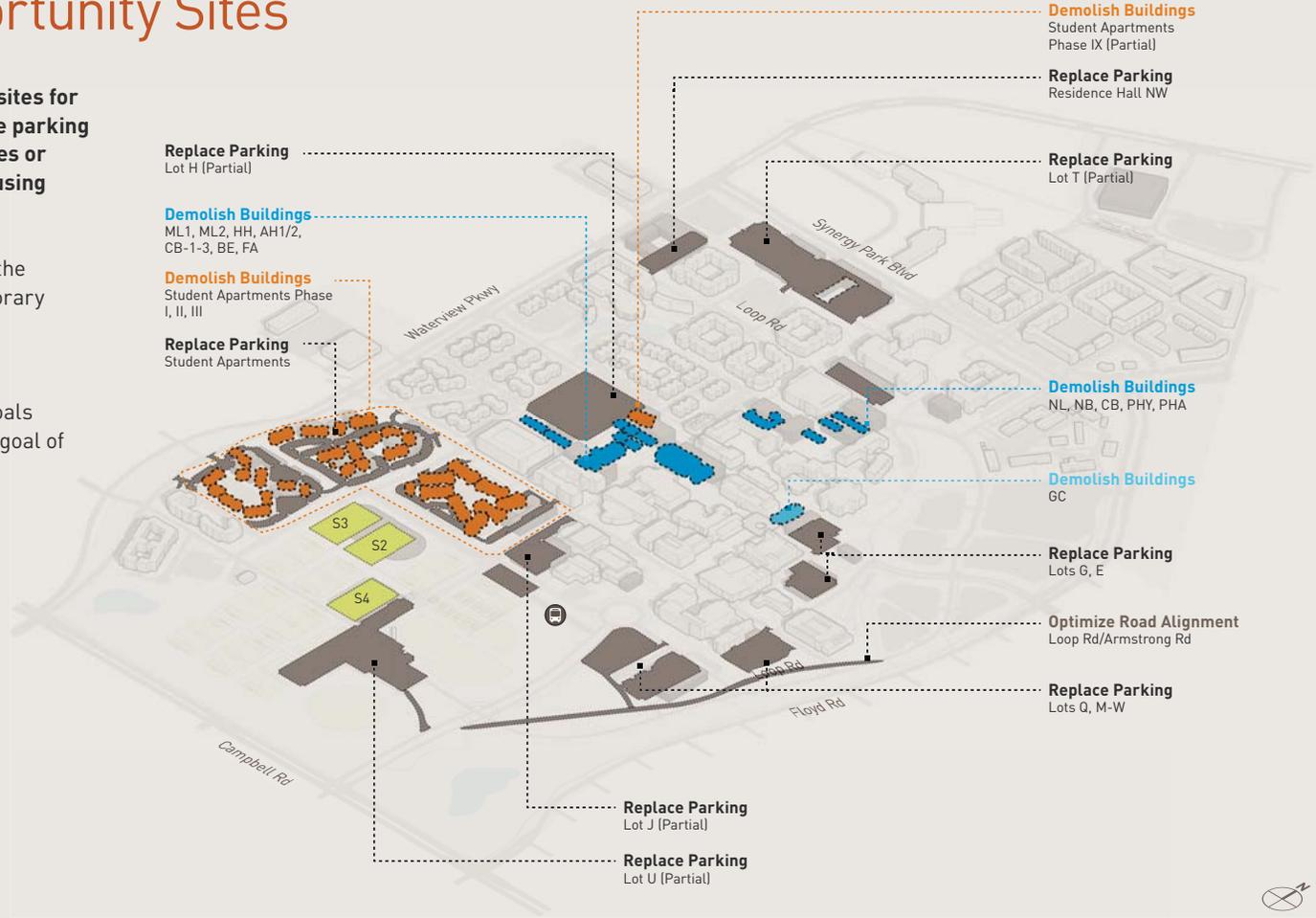
# Land and Building Use

## Modified Areas/Opportunity Sites

This diagram illustrates a variety of opportunity sites for new facilities or uses. Those sites include surface parking lots, underutilized sites with temporary structures or buildings in poor condition, and older student housing complexes that are in need of replacement.

The most significant modified program will be for the Student Apartments Phases I, II, and III; and temporary buildings near Lot H and between the Physics and Administrative buildings.

For longer term growth to meet the University's goals beyond accommodating the current strategic plan goal of 30,000 FTE/35,000 head count see page 39.



- Remove Surface Parking/Roads
- Remove Recreation Area
- Demolish Academic Buildings
- Demolish Residential Buildings
- DART Station
- Bus Station

# Land and Building Use

## Modified Areas/Opportunity Sites Details

### Displacement Summary

**Displaced Program** 290,000 GSF

**Displaced Beds** 620 beds

**Displaced Parking** +/-2,500 spaces

**Displaced Other** +/-192,000 SQFT

**Road Modifications** +/-2,000 LFT

### Displacement Detail Charts

BLDG. NAME	BLDG. ID	GSF DISPLACED
Classroom Building	CB	11,303
Classroom Building 1	CB1-3	29,358
Arts and Humanities 1	AH1-2	8,588
North Office Building	NB	6,896
Physics Annex	PHA	4,202
Modular Lab 1	ML1-2	17,556
North Lab	NL	14,267
Karl Hoblitzelle Hall	HH	31,278
Cecil and Ida Green Center	GC	15,046
Lloyd V. Berkner Hall	BE	73,388
Founders West Annex	FA	10,069
Police	PD	12,267
Service Building	SB	12,736
Safety and Grounds	SG	9,601
Facilities Management	FM	12,890
Physics Building	PHY	18,257
<b>TOTAL</b>		<b>290,000</b>

OTHER AREAS	SQFT DISPLACED
Recreation Fields 2, 3, 4	192,000 SQFT
<b>TOTAL</b>	<b>+/-192,000</b>

RES. BUILDING	BEDS DISPLACED
Phase I	200
Phase II	200
Phase III	200
Phase IX	20
<b>TOTAL</b>	<b>620</b>

PARKING LOTS	SPACES DISPLACED
Apt I, II, III	850
T	406
Lot M-East	257
H	250
Res Hall	200
J	100
G	131
E	124
Q	182
F	36
U	50
<b>TOTAL</b>	<b>+/-2,500</b>

ROAD MODIFICATIONS	LINEAR FT MODIFIED
Armstrong/Loop Rd	+/-2,000 LFT
<b>TOTAL</b>	<b>+/-2,000</b>

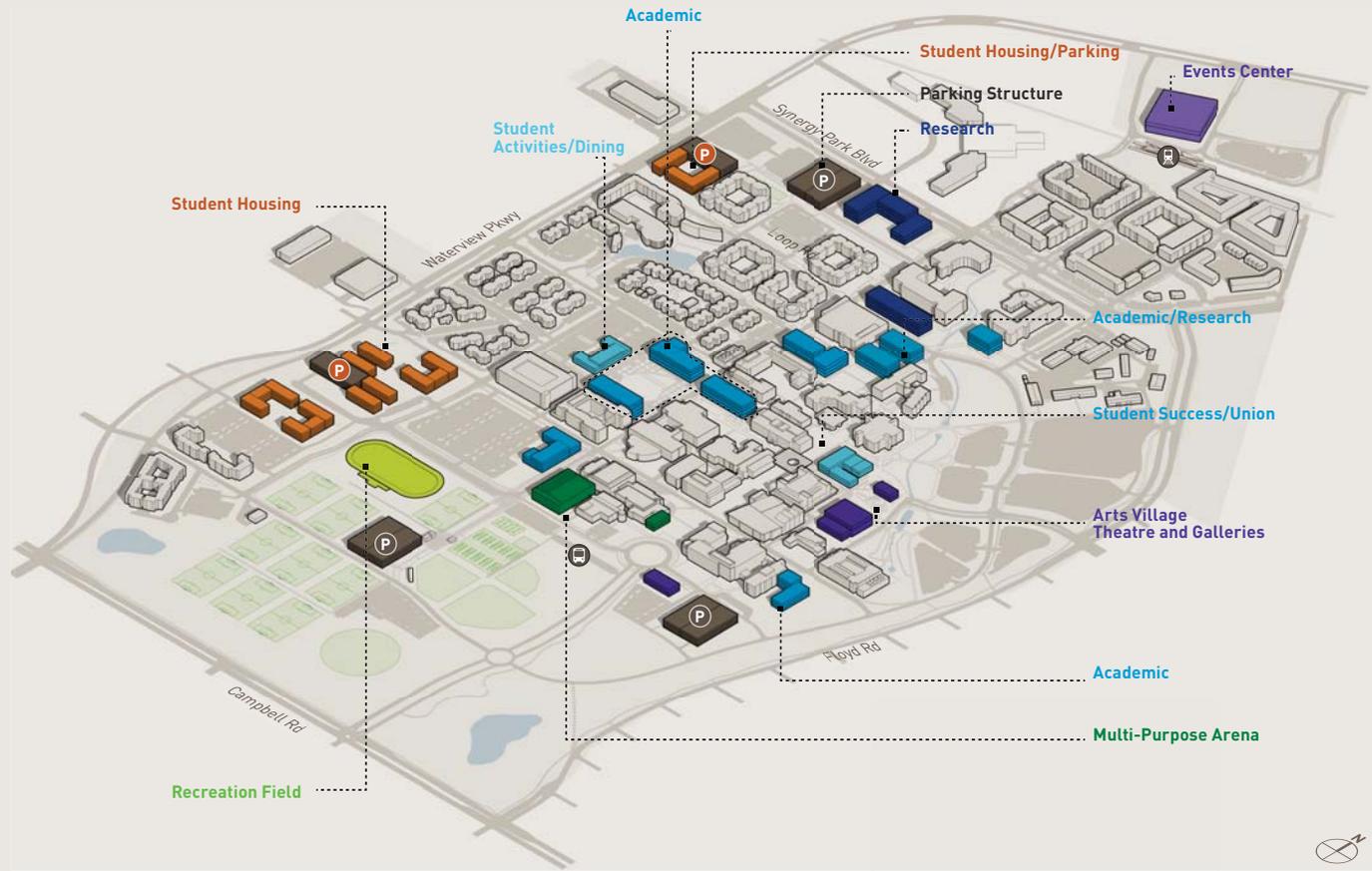
# Land and Building Use

## Proposed Adjacencies/Building Locations

This plan illustrates logical future building locations, accommodating the projected program for enrollment growth.

Student housing remains focused on the west side of the campus. Academic uses cluster adjacent to similar uses along Rutford Avenue. Buildings that are solely research are located in the northern portion of the academic core, just below Synergy Park Blvd. Parking structures are located at the perimeter of the developed campus, but within a convenient walk or with access to shuttle and bus service.

- Parking Structure
- Events
- Student Housing
- Research
- Academic/Research
- Academic/Student Success
- Arts
- Athletics/Recreation
- Athletic/Recreation Field
- P DART Station
- B Bus Station



# Land and Building Use

## Proposed Adjacencies/Building Locations

The land use pattern resulting from future facility implementation is readily apparent in this diagram.

New academic uses are clustered in proximity to similar facilities, reinforcing a compact, walkable teaching and research zone. Student housing is located to the west and north of the academic core, with recreation uses continuing to be focused at the south of the UTDallas site. Future parking structures are found at the periphery of campus. Within the academic core are academic uses that are intended to include spaces for studying, teamwork, collaboration and other interaction important to student success.

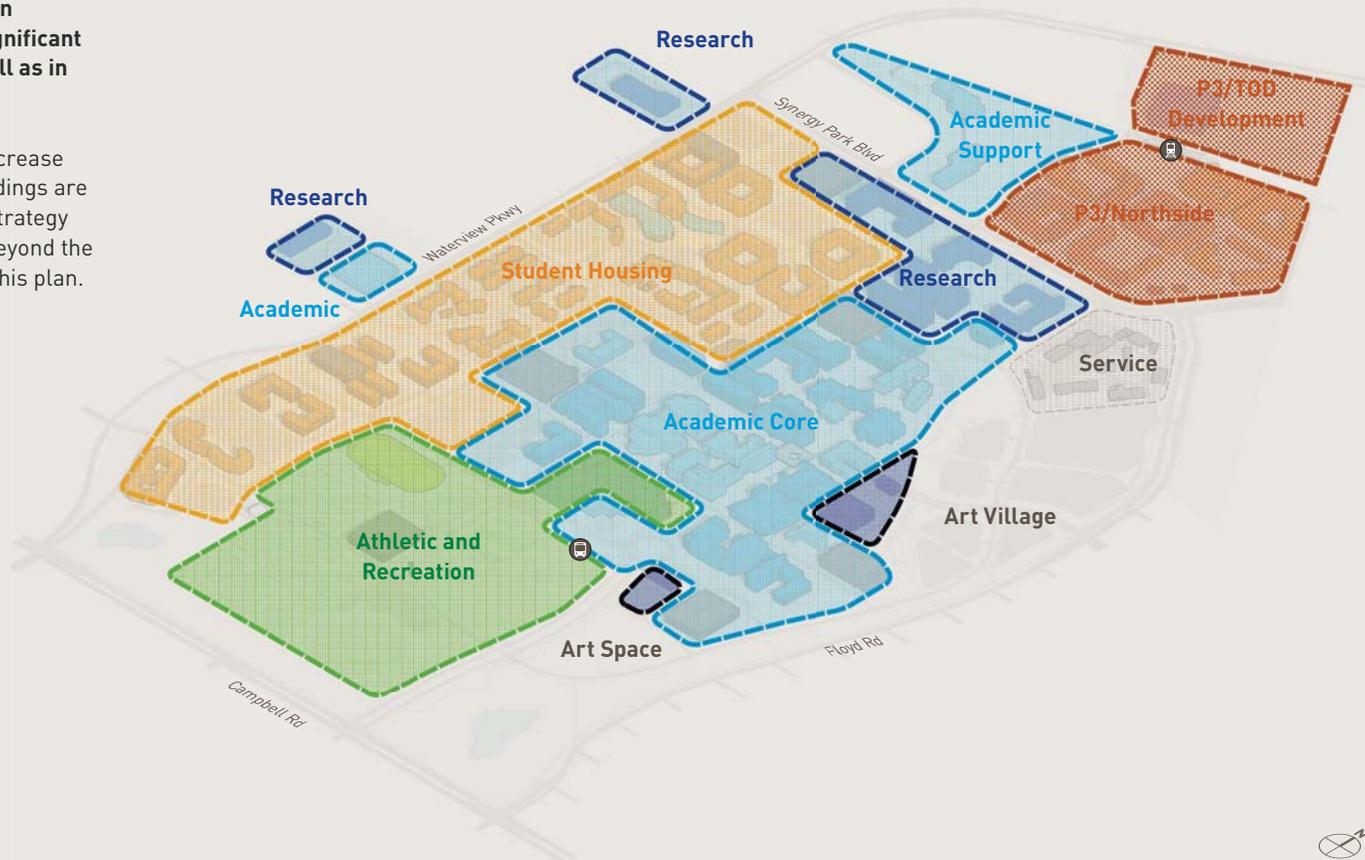
- Service
- Events
- P3/Northside/TOD
- Parking Structure
- Student Housing
- Research
- Academic/Research
- Academic/Student Success
- Arts
- Athletics/Recreation
- Athletic/Recreation Field
- P DART Station
- B Bus Station



# Land and Building Use Campus Areas

This master plan update focuses uses generally in coherent and consistent zones, but introduces significant student life spaces into the academic zone, as well as in the student housing zones.

Each land use zone will experience a significant increase in density and associated activity as low scale buildings are replaced with higher density buildings. This infill strategy will preserve significant space for future growth beyond the 30,000 FTE/35,000 head count accommodated by this plan.



-  P3/Northside/TOD
-  Student Housing
-  Research
-  Academic/Research
-  Academic/Student Success
-  Arts
-  Athletics and Recreation
-  DART Station
-  Bus Station

# Land and Building Use

## Campus Areas Details

### Academic Core

- The vision for the Academic Core is to create a compact setting for teaching, learning, and student life that is walkable, memorable, and a reflection of the University's status as an emerging top-tier research institution.
- Selective replacement and infill will preserve and enhance existing campus resources while also pursuing the highest and best use of the available growth opportunities in this area.
- New buildings will replace outdated facilities on sensitively planned infill sites.
- Student life and dining facilities will be improved in the Academic Core to enhance the living and learning environment.

### Arts Village

- New open spaces comprising of the Arts Village will be created in the core by replacing surface parking lots and the Green Center, helping to enrich the overall character of the campus while also improving the experience for pedestrians.

### Research

- Research uses, a hallmark of the UTDallas reputation, are concentrated in the north zone of the campus for proximity and ease of access to campus and off-campus users.

### Athletics District

- Fields 5 through 9, the cricket pitch, basketball, volleyball, and tennis courts, as well as the softball and baseball fields, all remain in their current locations.
- Two fields are to be relocated east of Fields 7 and 8.
- Some relocated fields displace surface parking on Lot U, which is accommodated in the proposed parking structure.

### North Campus-Northside/TOD Development

- The construction of Northside Phase I in May 2015 signaled the start of campus development north of Main Campus.
- North Campus presents a long-term vision for a coordinated future mixed-use development with the ground level retail and dining.
- Open space enhancements include pedestrian pathways and a new landscaped campus gateway near the future DART Station. The area provides an opportunity for future public-private partnerships through the creation of new expanded development.
- Key to North Campus is establishing connections between the parcels to enrich the campus experience and value. These include both new and expanded sidewalks, an improved pedestrian and bicycle access along Waterview Parkway, and the extension of Rutford Avenue into a pedestrian-friendly area that provides direct access to the southern and northern parts of North Campus.

### Student Housing

- The housing strategy reflects the University's goal to maintain its on-campus housing ratio as it grows to 30,000 FTE/35,000 head count.
- The University will therefore provide approximately 3,200 additional beds on both the west and portion of the core campus and North Campus.
- The plan assumes that most of the overall housing will need to be accommodated on the western edge of campus along Waterview Parkway.
- Some of the residential facilities, in particular, Phase 4-9, may eventually be redeveloped.

### Service

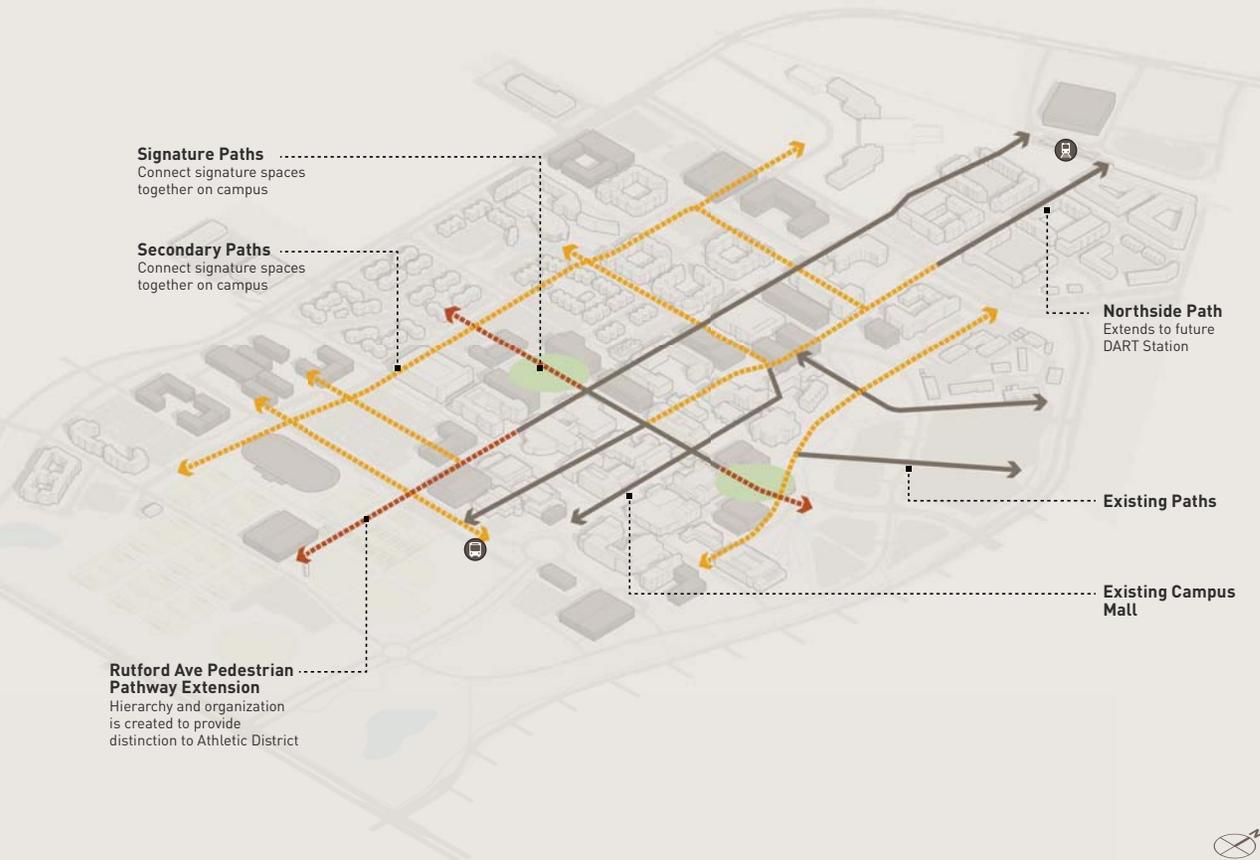
- UTDallas' service area provides administrative and storage space for construction, renovation, maintenance, repair, utilities, grounds' care, custodial, trash, and recycling and other services for University buildings and facilities.
- The goal of the entire Facilities Management department is to create an exceptional environment that is conducive to and enhances the delivery of high-quality teaching, research, and community service.
- Over time, this area may be converted to research facilities and the service facilities moved east of Floyd Road.

# Circulation Pedestrian

The Pedestrian Circulation Framework emphasizes mobility improvements for pedestrian, bicycle, and transit systems to encourage sustainable mobility practices campus-wide.

Placing pedestrians at the top of UTDallas' mobility hierarchy decreases the environmental and economic impact mobility has on campus greenhouse gas emissions. Strategies identified in this chapter support a high-performance transit network to access campus amenities.

- Pedestrians will have priority in the Academic Core, and vehicle circulation and parking will be diverted, to the periphery where possible.
- West campus connections are created to increase access and circulation routes.
- A more walkable, compact campus simultaneously reduces emissions and promotes exercise.
- Improved pedestrian circulation will encourage more people to embrace walking between campus destinations.



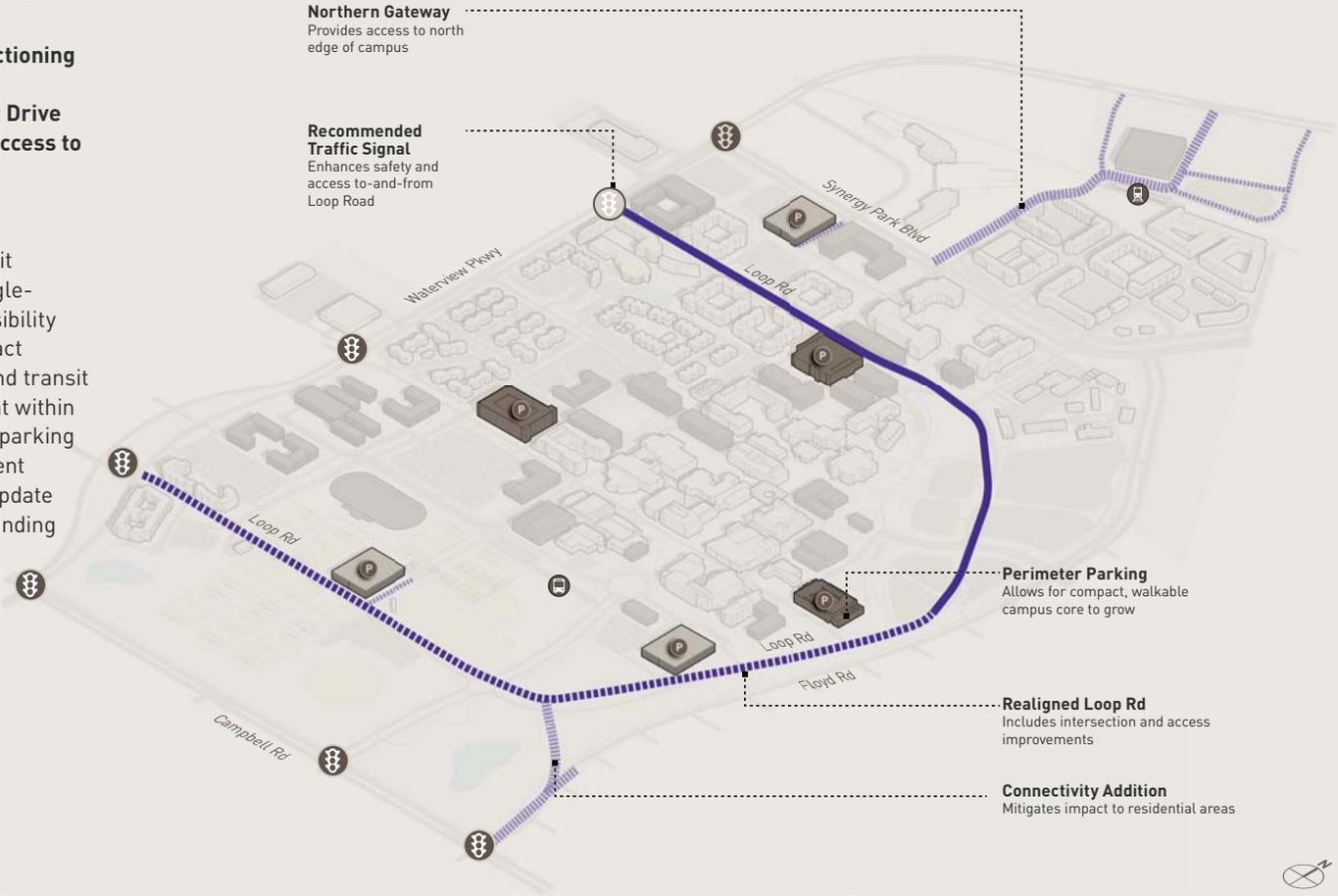
# Circulation

## Vehicular and Parking

One of the greatest challenges to the efficient functioning of UTDallas is moving around its large campus. Modifications to Loop Road occur south of Lookout Drive where the road will be realigned to provide easy access to existing and future parking structures.

The goal of the Master Plan Update is to create a comprehensive system of pedestrian, bicycle, transit and vehicular movement to reduce the need for single-occupancy vehicle trips, and improve overall accessibility across the campus. The plan creates a more compact campus to facilitate improved pedestrian, bicycle and transit connectivity. It also prioritizes pedestrian movement within the campus core, aligns bicycle routes with bicycle parking facilities, and creates a transit hub with more efficient routes to encourage transit use. The Master Plan Update coordinates campus mobility strategies with surrounding city and regional transportation plans and policies.

-  Loop Road - Existing
-  Loop Road - Improvements
-  Road Additions
-  Traffic Signal - Recommended
-  Traffic Signal - Existing
-  Parking Garage Recommended
-  Parking Garage Existing
-  DART Station
-  Bus Station



# Circulation

## Transit and Shuttles

**As the campus grows, transit capacity and routes will be adjusted to continue to serve the campus well.**

The campus will work with DART to align routes and service frequency to serve the campus and encourage use of transit instead of single-occupant automobiles. On-campus shuttles will also expand to allow service within the interior of the campus, either on the Loop Road or on internal pathways and service roads. These routes will be adjusted and planned to serve major destinations while minimizing potential pedestrian/shuttle conflicts, although on some corridors service, bicycles, shuttles and pedestrians co-exists, at least until volumes become excessive.



# Open Space

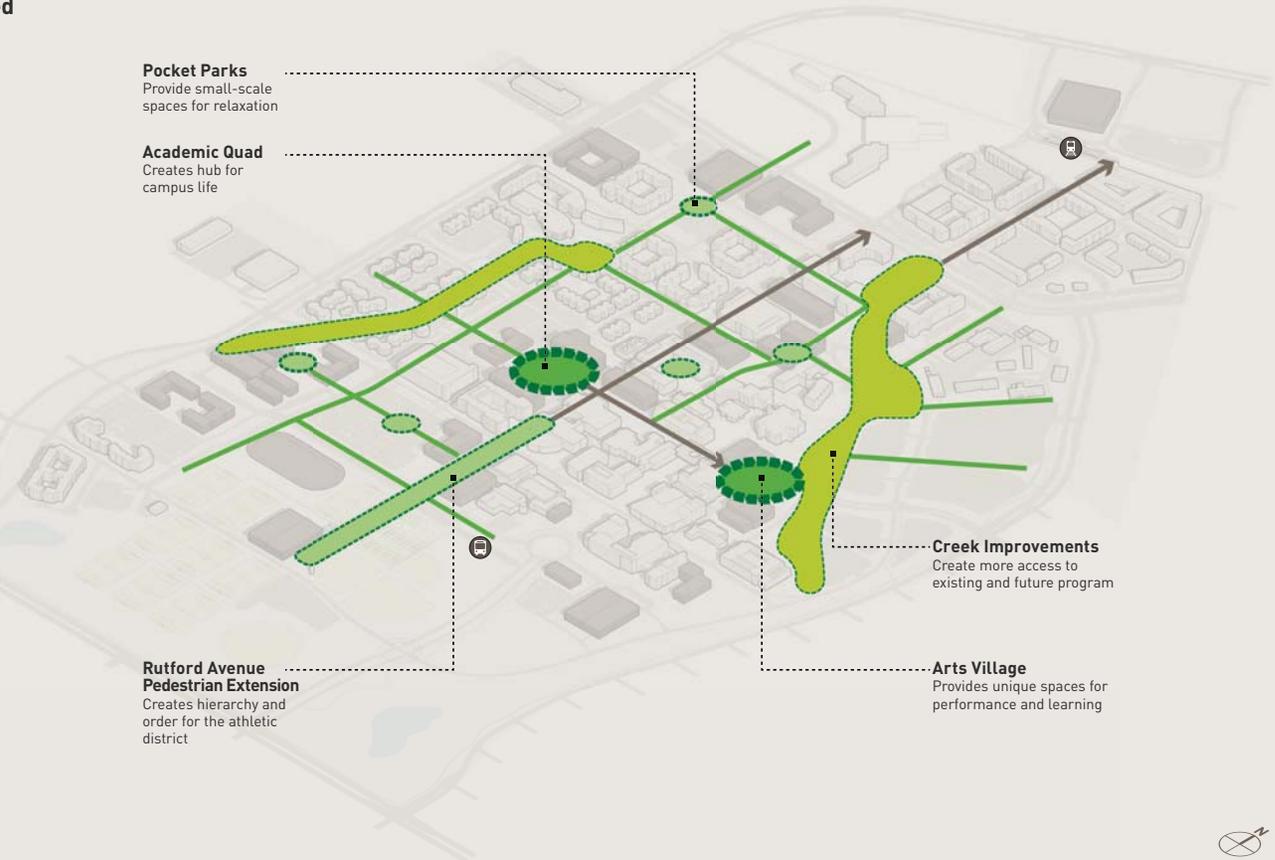
## Primary & Secondary Areas

To stay relevant as the campus evolves, the plan is designed to be flexible. In the near-term, the Campus Framework identifies strategic, open-space opportunities in key catalytic projects.

The goal of the open space strategy framework is to create enduring campus places that improve outdoor comfort and contribute to campus ecology. The following strategies were integrated in the Master Plan Update, and will be further explored in the related landscape plan:

- Creation of new open spaces to support growth and further link areas of campus
- Reduction of hard-surface areas to mitigate heat island effects
- An overall increase in pervious surface areas to improve ground water recharge and stormwater management
- Creation of a new stormwater detention basin within the south campus to manage stormwater within this area of the campus
- Integration of elements such as parking gardens, bio-swales and filter strips to capture and filter rainwater
- Protection and enhancement of habitats and natural systems, with enhanced connections to broader regional systems

- Primary Landscape Improvements
- Secondary Landscape Improvements
- Creek Improvements
- Path Improvements
- DART Station
- Bus Station



**Pocket Parks**  
Provide small-scale spaces for relaxation

**Academic Quad**  
Creates hub for campus life

**Rutford Avenue Pedestrian Extension**  
Creates hierarchy and order for the athletic district

**Creek Improvements**  
Create more access to existing and future program

**Arts Village**  
Provides unique spaces for performance and learning

# Sustainability and Resilience Approach

The Sustainability and Resilience Framework provides UTDallas with a systems approach that thinks broadly about campus-wide policies and networks, but also focuses on smaller interventions that encourage individuals to choose sustainable practices every day.

As an academic institution, UTDallas can educate members of the campus through instructional classes, events, and informational campaigns. By supporting grassroots sustainability efforts, informal education can increase sustainability awareness as well, and can be responsive to innovative ideas.

More specific strategic initiatives can be found on the following page.



# Sustainability and Resilience Strategies and Opportunities

## Strategies

The Master Plan Update proposes a number of significant strategies listed below that would result in a more sustainable and resilient campus.



### Academics and Research

- Promote partnerships for sustainability through enhanced adjacencies.



### Green Building

- Maximize energy efficiency through east/west building orientations.
- Optimize laboratory and other high-demand program efficiencies through adjacencies.
- Apply passive strategies for orientation and envelop to reduce peak load and equipment first costs.



### Transportation and Mobility

- Support Transit Oriented Development (TOD) patterns by concentrating future mixed-use development near the UTDallas-DART station.
- Create pedestrian connections to enhance walkability.
- Locate new parking on campus to intercept traffic at the campus edge to reduce internal traffic.
- Develop new buildings and pathways from North Campus to reinforce pedestrian routes to-and-from the campus core.
- Reinforce inter-system connectivity with DART, Comet Cruiser, CometCab, and make the transfer between systems seamless and convenient.



### Landscape

- Establish buffers to mitigate stormwater runoff.
- Diversify uses throughout the campus to encourage walking and increased quality of campus life.
- Continue to build additional tree cover for relief against the heat.
- Enhance existing creek areas to create a campus amenity.

## Opportunities

The list below is intended to generate ideas that will result in new educational, research, and community-driven actions and coalition efforts.

- Create a comprehensive Campus Sustainability Master Plan.
- Develop green building targets, sustainable procurement, and new construction standards that reference AASHE STARS report.
- Collect and compare similar energy performance data of existing projects.
- Promote collaborative, interdisciplinary research efforts to grow a sustainable culture on campus.



# 4. Development Plan

# Illustrative Plan

UTDallas' main campus is roughly 445 acres with an additional 265 acres of adjacent property (North Campus). Nearly 10 acres of University land is in the city of Dallas at four sites near UT Southwestern Medical Center.

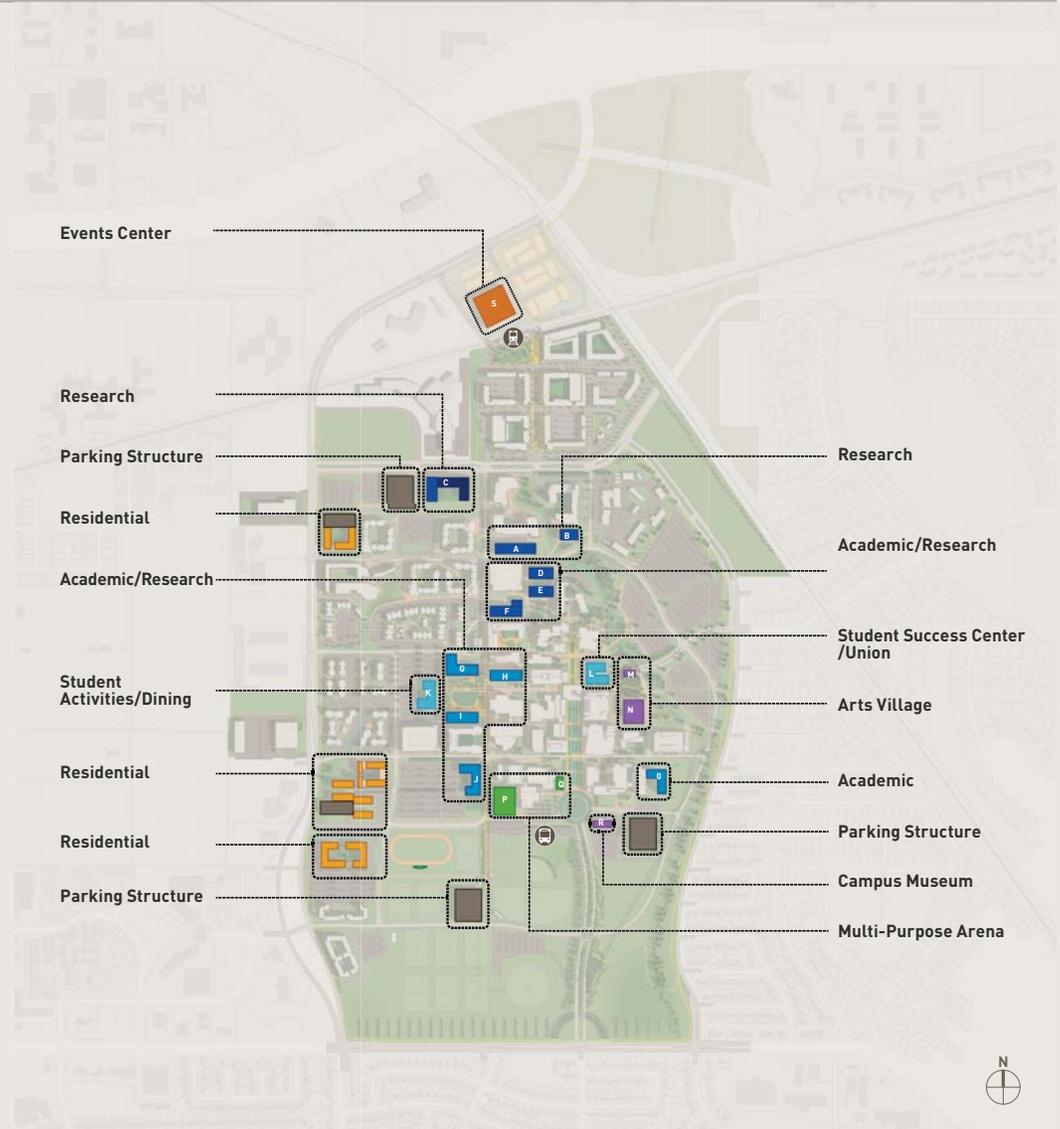
-  Main Campus
-  North Campus
-  Existing Buildings
-  Future Buildings
-  DART Station
-  Bus Station



# New Building Program Locations

The campus capacity analysis identified areas on the main campus and proposes the locations shown here to accommodate 30,000 FTE/35,000 head count that includes a total of approximately 1,107,942 GSF of academic and administrative, library and study space, student life, and residential space including displaced program.

Development is dispersed throughout campus but primarily concentrated in and around the campus core. These facilities include new spaces selected to infill vacant or underutilized spaces and optimize development opportunities. The following diagram and program table on the following page identify how the Master Plan Update accommodates the space need at 30,000 FTE/35,000 head count.



# New Open Spaces Details

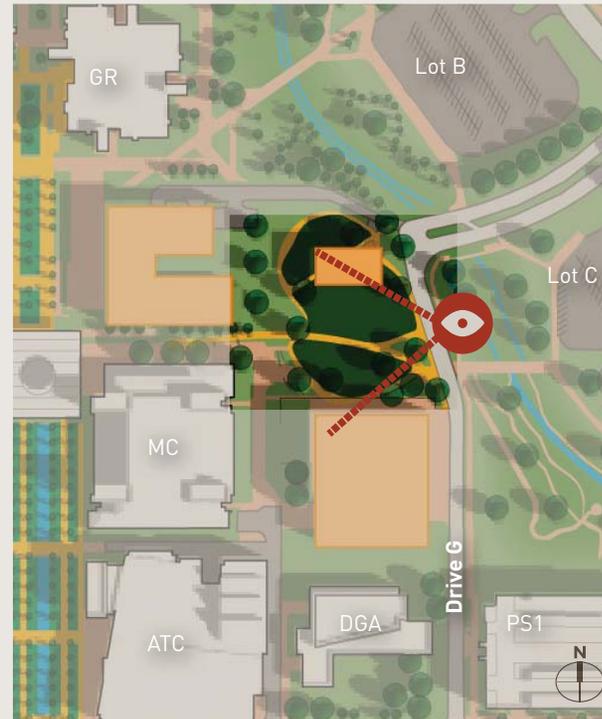
## Academic Quad



**AC PROGRAM**

+/-6 Flexible green space, ample seating, shade, seasonal events.

## Arts Village

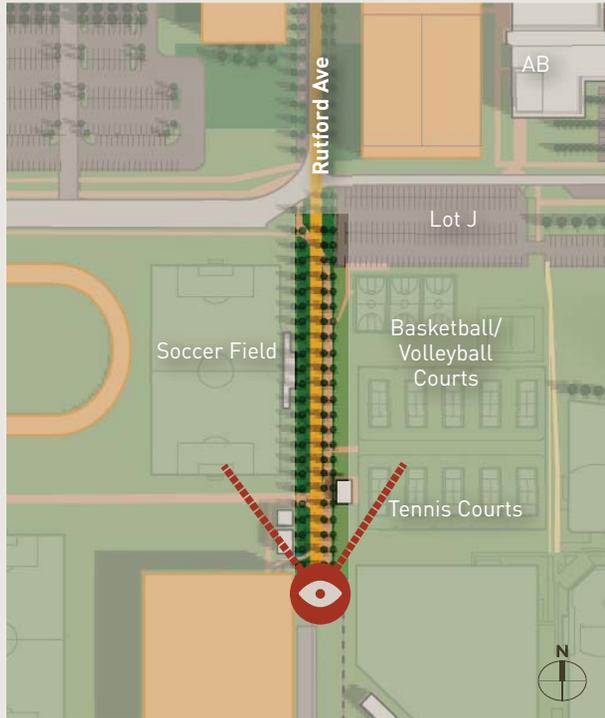


**AC PROGRAM**

+/-3 Passive green space, highly shaded, seasonal events, flexible spill over space.

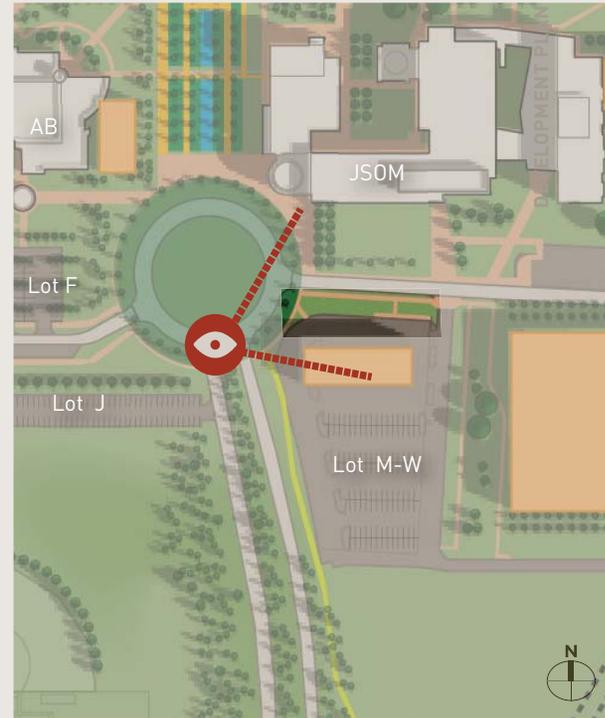
# New Open Spaces Details

## Athletics District



AC	PROGRAM
+/-2	Highly shaded, concession seating, campus identity/sponsorship

## Campus Museum



AC	PROGRAM
+/-2	Formal green space, frames JSOM and future museum as signature campus gateway.



## New Open Space Program Academic Quadrangle

The proposed Academic Quadrangle will provide much needed open space in an area of campus with significant building density. This area strengthens campus connections, and provides the campus with a greater variety of usable open space and gathering areas.



## New Open Space Program Arts Village

The Arts Village is a large open space between the new arts, student success and theatre buildings. The space is currently a surface parking lot comprised of informal and circuitous pathways that do not relate to the buildings. The lack of formal organization results in unused space and

confusing orientations. This concept creates new intimate spaces that transforms an unstructured, underutilized area into the center of creative activity on campus. Its placement near the center of campus creates a visual terminus along the primary campus axis.



## New Open Space Program Athletic District

The new Athletics District becomes a critical aspect of the University's identity. By extending Rutford Avenue as a pedestrian thoroughfare into the area, the organizational hierarchy provided resolves a mixture of disjointed functions. The current and proposed athletics venues extend

the expansive green spaces and form over 70 acres of athletics and recreational space.



## New Open Space Program Campus Museum

The location of a future campus museum across the road from the Naveen Jindal School of Management offers a unique opportunity to capitalize and influence the next generation of artists, business entrepreneurs and change makers. The plot of land north of the campus museum footprint offers an opportunity to expand open green space.

# Long-Term Growth

The Master Plan Update proposes a strategy of increasing density in the core of the campus, while retaining sites around the periphery for development to accommodate longer-term enrollment and research growth.

These sites include surface parking lots, underutilized sites, and older student housing that should be replaced over time. By preserving peripheral areas on campus, future development of the campus will be ensured for decades to come.

Note: Alpha designation corresponds to table on the following page.

- Main Campus Long-Term Capacity Areas
- North Campus Long-Term Capacity Areas
- DART Station
- Bus Station



# Long-Term Growth Capacity Details

## Main Campus Capacity

PARCEL	ACRES	CAPACITY @0.5 FAR	CAPACITY @1.0 FAR
A	9	196,000 GSF	392,000 GSF
B	2	43,500 GSF	87,000 GSF
C	3	65,400 GSF	131,000 GSF
D	12	261,500 GSF	523,000 GSF
E	4	87,000 GSF	174,000 GSF
F	21	457,500 GSF	915,000 GSF
G	1	22,000 GSF	44,000 GSF
H	8	174,500 GSF	348,000 GSF
I	5	109,000 GSF	218,000 GSF
J	3	65,400 GSF	131,000 GSF
K	5	109,000 GSF	218,000 GSF
L	5	109,000 GSF	218,000 GSF
M	6	130,500 GSF	261,000 GSF
N	13	283,000 GSF	566,000 GSF
O	14	305,000 GSF	610,000 GSF
<b>TOTAL</b>	<b>113 AC</b>	<b>2,442,000 GSF</b>	<b>4,884,000 GSF</b>

## North Campus Capacity

PARCEL	ACRES	CAPACITY @0.5 FAR	CAPACITY @1.0 FAR
N-A	12	261,500 GSF	523,000 GSF
N-B	27	588,000 GSF	1,176,000 GSF
N-C	26	566,500 GSF	1,133,000 GSF
N-D	8	174,500 GSF	349,000 GSF
N-E	3	65,500 GSF	131,000 GSF
<b>TOTAL</b>	<b>76 AC</b>	<b>1,656,000 GSF</b>	<b>3,312,000 GSF</b>

# Long-Term Growth North Campus Framework

North Campus is located between the Synergy Park Boulevard, and President George Bush Turnpike, and Waterview Parkway. This area has the potential in the future to accommodate housing, academic, research and facilities programs and is loosely defined by a border of Waterview Parkway.

Since the University does not at this time have a solid program needing to be accommodated in this area, the initial strategy is to ensure that a sensible and flexible framework is set in place that can accommodate the variety of uses and densities that may be feasible and appropriate in the future. Ensuring convenient pedestrian, bicycle and transit access to the future DART station and to UTDallas to the south are key considerations. Vehicular, bicycle and pedestrian circulation can help set a parcel plan that accommodates a variety of uses that will be determined over time.

- **TOD Development Area** building footprints are for reference only.
- **Connective Street Network** provides structure for future development areas
- **Multi-Use Pedestrian Paths** framework provides frontage, density, and organization.
- **Flexible Parcels** framework provides frontage, density, and organization

-  New Building Footprints
-  TOD Speculative Development
-  Main Campus Parcels
-  North Campus Parcels
-  Other Parcels
-  DART Station



# Implementation

**The Master Plan Update is a dynamic tool that will shape the physical campus during the next period of development.**

As the 2018 Master Plan Update began, several projects were already in planning, design, or construction phases, including the Northside Phase II, Engineering Building, and Sciences Building.

The following directives describe general procedures for administration and maintenance of the master plan, so that planned development continues to support the frameworks described in this report:

- Facilities Management will be responsible for the implementation of the Campus Master Plan Update and will periodically publicize any revisions to the campus community.
- All projects are required to comply with the basic elements of the Campus Master Plan Update or receive a variance approved by the President via Facilities Management.
- Periodic reviews are required to adjust land use patterns, density, program adjacencies, circulation patterns, or relationships to open space that might affect the Campus Framework.



# SURROUNDING BUILDING HEIGHTS





**TO:** City Plan Commission  
**FROM:** Sam Chavez, Assistant Director of Development Services-Planning *SDC*  
**DATE:** November 17, 2020  
**RE:** **Zoning File 20-13: PD Planned Development – UTD Student Housing Village**

### REQUEST

A request for approval of a zoning change on 10.03 acres located between President George Bush Highway and Waterview Parkway, east of Frankford Road from TO-M Technical Office and PD Planned Development for TO-M Technical Office to PD Planned Development for the A-950-M Apartment District with modified development standards to develop one, 5-story apartment building with 242 units to accommodate 800 beds. (See applicant’s statement for further explanation)

### APPLICANT/PROPERTY OWNER

Rusty Glover, BGE, Inc. / Mehrdad Mazaheri MD, George Bush Highway Investments LLC

### EXISTING DEVELOPMENT

The subject lots are undeveloped.

### ADJACENT ROADWAYS

**President George Bush Tollway:** Freeway with a variable width right-of-way, 194,000 vehicles per day, east and westbound west of Waterview Parkway (2019).

**Waterview Parkway:** 6-lane divided Arterial, 21,400 vehicles per day, north and southbound, south of SH190 (2019).

**Frankford Road:** 4-lane divided Arterial; no traffic counts available.

### SURROUNDING LAND USE AND ZONING

**North:** Office / TO-M Technical Office, City of Plano  
**South:** Undeveloped / TO-M Technical Office  
**East:** Office / TO-M Technical Office  
**West:** Commercial, City of Dallas / Office/TO-M Technical Office

## FUTURE LAND USE PLAN

### Regional Employment:

*Regional Employment districts are generally located along Richardson's highways north of Arapaho Road, and at the intersection of Spring Valley Road and Central Expressway. Higher density development is appropriate, with the primary use being high-rise office. Secondary uses include retail centers and entertainment venues.*

### Future Land Uses of Surrounding Area:

**North:** Regional Employment and City of Plano  
**South:** Regional Employment  
**East:** Regional Employment  
**West:** City of Dallas, Regional Employment

## EXISTING ZONING

PD Planned Development for the TO-M Technical Office District for two (2) limited service hotels (2.93 acres - Ordinance Number 4258) and TO-M Technical Office (7.10 acres - Ordinance Number 3128)

## INFRASTRUCTURE/TRAFFIC

The proposed request will not an impact on existing utilities in the area.

A Traffic Impact Analysis (TIA) was conducted by BGE, Inc., a traffic engineering firm hired by the applicant to analyze the potential traffic impacts of the proposed Student Housing Developments by Alta Terra Real Estate (ZF 20-13) and Guefen Development Partners (a 3.1 - acre tract and the subject of a similar zoning request, ZF 20-14, Haven at Waterview which is also on the Commission's agenda for consideration). These developments are adjacent to each other and are located northeast of the intersection of Waterview Parkway and Frankford Road.

The Alta Terra student housing development will be a five-story building with 368,794 square feet of total floor space. The Guefen development is a 16-story building (a 12-story high rise building that will sit on top of a 4-story parking structure) with 410,736 square feet of floor space. The City of Richardson recommended that BGE, Inc. should analyze both developments as part of this TIA for a comprehensive review of the impacts associated with the combined projects.

This study analyzed traffic impacts of the proposed student housing developments in Richardson set to fully build out and open in 2025. Traffic generated by the proposed developments were projected, and nearby major intersections were analyzed for traffic operations in the 2025 background, and 2025 background plus site conditions. The proposed developments will add 235 vehicular trips in the AM peak hour (**66 inbound and 169 outbound**), 439 vehicular trips in the PM peak hour (**228 inbound and 211 outbound**), and 5,815 vehicular trips per weekday to the roadway network.

The Alta Terra Development considered their planned shuttle route to and from the UTD Campus or an additional DART's Comer Cruiser route in the TIA analysis. BGE started off with an estimated 25% of vehicular traffic from the developments directly to and from UTD and reduced this estimate to 10% after considering shuttle usage.

The capacity analysis indicates that the Level of Service (LOS) is minimally reduced with the addition of the proposed site traffic. The City of Richardson requires that any development that provides 5% or more of the total traffic to a failing LOS intersection to recommend improvements to bring the roadway or intersection to an improved LOS. However, no failing intersections exceeded 5% contributed to the additional traffic.

Transportation and Mobility staff conclude that the TIA:

- Assumed that a majority of vehicle trips from the Alta Terra and Guefen developments to the UTD campus; considering the cost of parking on-campus, would occur using alternate modes of travel including walking, biking, and transit/shuttle;
- Traffic impacts to the roadway network and intersections are highly dependent on the assumed travel mode share; and
- Any deviations from the assumed travel mode share will increase the expected delays at the key intersections in the area.

Therefore, staff recommends that a shuttle service be instituted and maintained for the developments.

## STAFF COMMENTS

### **Background:**

The subject property's current zoning was established in 1997 with the adoption of Ordinance Number 3128 that included more than 233 acres flanking both side Waterview Parkway, on the south side of President George Bush Tollway. Property located north, south and east of the subject site has developed as office, but the subject site remains undeveloped.

2.93 acres of the 10.03acre subject site was rezoned in 2018 to a PD Planned Development for the Technical Office District to allow two (2) limited service hotels. Development plans were approved for the site, but the project was not developed and remains undeveloped.

### **Request:**

The request is to rezone the subject 10.03-acre site from TO-M Technical Office and PD Planned Development for TO-M Technical Office to PD Planned Development for the A-950-M Apartment District with modified development standards to accommodate a 5-story, 242-unit, 800 bed, apartment development. The property is located between President George Bush Highway and Waterview Parkway, east side of Frankford Road.

The proposed development is intended to house students; however, the development is not associated with UTD. The development includes 1-bedroom, 2-bedroom, 3-bedroom and 4-bedroom units, with each bedroom leased separately.

The appropriate zoning mechanism is a PD Planned Development which allows modifications to existing zoning district development regulations to create development standards that are unique and only applicable to the proposed development.

As proposed, the site would be developed under the A-950-M Apartment District development standards, with the exception of the following:

1. Minimum dwelling unit size,
2. Maximum building height,
3. Density,
4. Minimum side yard setback
5. Parking within front setback area,
6. Minimum recreational areas, and
7. Required perimeter fencing

A general description of the proposed development and its development standards are provided following the “Considerations” heading below. However, staff’s review also includes a variety of factors such as compliance with the Comprehensive Plan/Future Land Use Plan, land use compatibility and design standards which are discussed below:

**Considerations:**

- **Future Land Use Plan and Land Uses:** The subject property is designated as “Regional Employment” on the City’s 2009 Future Land Use Plan. This designation includes higher density development with the primary uses being high-rise offices and secondary uses being retail centers and entertainment venues. *The proposed land use does not comply with the Office/Industry land use designation.*

Existing Land Uses: The site is flanked on the east and west sides by property zoned TO-M Technical Office and developed as office. The property to the east is developed with two, 3-story office buildings with a combined square footage of 315,184 square feet, and the property to the west is development with a 55,399 square foot, 2-story medical office building.

To the south of the site; across Waterview Parkway, are two properties zoned TO-M Technical Office and PD Planned Development. The property zoned TO-M Technical Office is developed with a 5-story, 210,000 square foot office building and the property zoned PD Planned Development is undeveloped but is part of the UTD Dallas TOD PD designated for future development of office, hotels, an event center and the future Cotton Belt “Silver Line” UTD Station.

- Traffic Impact Analysis: The Traffic Impact Analysis provided by the applicant indicates that a majority of trips from the Alta Terra and Guefen developments to UTD; considering the cost of parking on-campus, would occur using alternate modes of travel including walking, biking, and transit/shuttle. In addition, traffic impacts to the roadway network and intersections were highly dependent on the assumed travel mode share, and that any deviations would increase expected delays at the key intersections in the area.

Based on staff's review, a shuttle service should be instituted and maintained for the developments, which the applicant intends to provide for with the subject zoning request.

- Parking Ratio per Bedroom: A total of 484 parking spaces are required for the site based on the minimum parking ratio of 2 parking spaces per unit while 584 spaces are being provided. Of the 584 parking, 329 spaces are in the parking garage and 255 are surface parking spaces.

Based on the proposed number of units (242 units) and the number of provided parking spaces (584), the proposed parking ratio is 2.41 spaces per unit.

As discussed above, the development conforms with the minimum number of required parking spaces; however, the proposed parking ratio per bedroom is well below what has previously been approved for developments designated for "student housing".

The applicant anticipates a lower parking need per bed as the subject property is located within close proximity of the campus and the future development of the Cotton Belt "Silver Line" UTD Station which is tentatively schedule for operation in 2023 (see applicant's parking reduction justification). As such, the applicant anticipates that students will either walk to or ride a bike to the campus or utilize the development's shuttle and thus reduce the need to have a vehicle on site or park on campus.

By comparison, the northern most apartment building of the Northside at UTD development; located on the north side of Synergy Parkway directly across the street from the UTD campus, is located  $\frac{1}{4}$  of a mile from the north end of the campus and was approved with a parking ratio of one (1) parking space per bedroom. However, upon demonstration by the applicant that the parking per bed ratio could be reduced, the 2<sup>nd</sup> Phase of the Northside Development was reduced to 0.8 spaces per bedroom.

Under current existing conditions; a discontinuous sidewalk flanking the railroad crossing located south of the Frankford Road and Waterview Parkway intersection, the site is located just over  $\frac{3}{4}$  of a mile from the north end of the campus. Even when the Cotton Belt "Silver Line" UTD Station is operational, the proposed development is located just under  $\frac{3}{4}$  of a mile from the north end of the campus.

## **General Description of Proposed Development (Exhibit “B-2”)**

The proposed development is comprised of:

- A 5-story apartment building with a five-level parking garage, including a leasing office/lobby area located on the west side of the building,
- A total of 584 parking spaces (329 parking garage spaces and 255 surface parking spaces) with two (2) driveways along Waterview Parkway via existing mutual access easements, one (1) along President George Bush Highway and one (1); exit only driveway, on Frankford Road,
- 40-foot landscape buffer along President George Bush Highway,
- Two courtyards, a pool and an amenity area, and
- A private shuttle service.

**Building** (Exhibits “C-1 thru “C-3”) - Cladding material includes brick, stucco and fiber cement panels. Cladding material for the garage includes brick, stucco finish concrete spandrels with metal screening, with garage access provided on the east elevation. A glass storefront and metal canopy are proposed on the west elevation which represents the leasing office/lobby location.

The building is set back a minimum of 100 feet from President George Bush Highway, 38 feet and 130 feet from the east property line, 77 feet from the west property line and 58 feet from the north property line, which conform to or exceed the minimum required setbacks for the A-950-M Apartment District. However, the 38-foot setback for the northern portion of the building along the east property line is required to be a minimum of 47.5 feet and thus do not conform with the required side yard setback.

**Landscape Buffering** - The development provides a 40-foot wide landscape buffer along President George Bush Highway with a meandering 10-foot wide sidewalk thus conforming with the existing landscape buffer widths of the adjacent properties and the required landscape buffer width of their respective zoning district.

Additional landscape buffers are provided along the north, east and west perimeter of the site to help soften and screen surface parking.

## **Proposed Development Standard Modifications**

Proposed modifications to the A-950-M Apartment District regulations are summarized below:

### 1. Minimum Dwelling Unit Size

The minimum dwelling unit size required in the A-950-M Apartment District is 700 square feet, while the applicant’s proposed minimum dwelling unit size is 497 square feet.

The proposed unit mix includes:

- 20, 1-bedroom units (517 square feet)
- 45, 2-bedroom units (750-845 square feet)
- 18, 3-bedroom units (1,161-1,222 square feet)
- 159, 4-bedroom units (1,323-1,890 square feet)

Of the 242 units, 1-bedroom units account for 8.26%, 2-bedroom units account for 18.6%, 3-bedroom units account for 7.44% and the 4-bedroom units account for 65.7% of the units.

While minimum dwelling unit size apply to units regardless of the number of bedrooms or are established for apartment developments through the zoning process, establishing a minimum dwelling unit size per unit type may be appropriate in this situation. Staff's recommended condition is included for consideration.

2. Maximum Building Height (Exhibits "C-1" and "C-2")

The maximum building height in the A-950-M Apartment District is two (2) stories, while the applicant is proposing a 5-story building with a maximum height of 64 feet. To provide flexibility for grading, 66 feet should be considered as the maximum building height.

3. Increased Density

The maximum allowed density in the A-950-M Apartment District is 18 units per acre, while the applicant is proposing a density of 24.1 units to the acre. As a comparison, the allowable density would yield a total of 181 units, while the applicant is proposing 242 units (an increase of 61 additional units). Recent urban designed apartment developments have been approved with densities as high as 90 units to the acre.

4. Minimum side yard setback

With the exception of the setback for the northern portion of the building along the east property line which is required to be a minimum of 47.5 feet, the balance of the proposed setbacks conform A-950-M Apartment District.

The northern portion of the building is set back 38 feet from the east property line as a result of the lot configuration. The area in question is adjacent to a parking lot, therefore; the proposed setback should not be an issue.

5. Parking Allowance within Front Setback Area

The A-950-M Apartment District prohibits parking in the front yard area. As proposed, the front yard setback along President George Bush Highway is 100 feet and parking is depicted within the front yard area.

To preserve the existing character (landscape buffer width and front yard setback) of the existing developments along President George Bush Highway, the applicant intends to provide a 40-foot wide landscape buffer and a minimum 100-foot front setback. The proposed elements mimic the requirements of the TO-M Technical Office District which prohibits parking within the 40-foot wide landscape buffer but allows parking beyond the landscape buffer.

6. Eliminate the Playground Requirement and Minimum Amenity Points

The A-950-M Apartment District requires the provision of indoor or outdoor recreational areas or a playground to meet the needs of the residents. In addition, the development must achieve a minimum of 70 amenity points through the provision of a clubhouse/game room/multi-purpose room, recreational equipment, sports court, fitness center, swimming pool, jogging trail and usable open space.

Since the development is intended to house students, the required playground will not be provided; however, the applicant intends to provide two (2) courtyards with a combined area of 17,238 square feet and a 3,722 square foot amenity center.

7. Eliminate the Required Perimeter Fencing

The A-950-M Apartment District requires the development to be enclosed by a perimeter fence. As proposed, a perimeter fence will not be provided.

The required perimeter fence has long been dispensed with as new apartment development is being designed to be pedestrian friendly and urban in nature. Many of the newly approved PD Planned Dev

**Conclusion**

Multiple factors call into question its appropriateness at this location. In summary, key factors include:

- Inconsistency with the Comprehensive Plan; the Comprehensive Plan recommends a variety of uses for the subject property and surrounding area - none of which are residential in any form;
- Incompatibility with existing land uses which are non-residential in nature and conform with Future Land Use Plan; and
- A reduced parking space per bedroom ratio.

**Correspondence:** To date, staff has not received any correspondence regarding this request.

**Motion:** The Commission will be making a recommendation to the City Council regarding this request. The Commission may approve the request, add or amend conditions, or recommend denial of the request.

Should the CPC recommend approval of the applicant’s request, the motion should include the following special conditions:

1. The subject site shall be zoned PD Planned Development District for the A-950-M Apartment District and shall be used and developed in substantial conformance with the Zoning Concept Plan attached hereto as **Exhibit “B-2”**, the Building Elevations attached hereto as Exhibits “C-1” and “C-2”, and in accordance with the A-950-M Apartment District zoning regulations, except as otherwise provided herein:
  - a. Minimum floor areas:
    - i. 1 Bedroom unit – 517 square feet
    - ii. 2 Bedroom unit – 750 square feet
    - iii. 3 Bedroom unit – 1,161 square feet
    - iv. 4 Bedroom unit – 1,323 square feet
  - b. Maximum Building Height: sixty-six (66) feet, including parapet walls.

- c. Maximum Density: 24.1 units per acre
- d. Minimum Side Setback: Thirty-seven (37) percent
- e. Surface Parking Location: Surface parking shall be allowed within the front yard setback; however, parking shall be prohibited within the designated forty (40) wide landscape buffer along President George Bush Highway.
- f. Minimum Parking Ratio: 0.80 spaces per bedroom**
- g. Recreation Areas: A playground area shall not be required, and the required amenity points shall not apply; however, however, minimum of two (2) courtyards and one (1) amenity center shall be provided as shown on the Zoning Concept Plan (Exhibit “B”)
- h. Perimeter Fencing: A perimeter fence shall not be required.
- i. The applicant/developer/property owner shall submit to the City a pre-executed copy of a private shuttle service agreement for review that provides transportation of students to and from the UTD campus. Said private shuttle service agreement shall be executed and a copy shall be provided to the City prior to the issuance of a Certificate of Occupancy for the property.**

**Council Hearing Date:** The earliest possible City Council hearing date is December 14, 2020.

# ZF 20-13

W Pres George Bush Hwy

**SUBJECT PROPERTY**

3128-A  
TO-M

4258  
PD

Waterview Pkwy

4192  
PD

Frankford Rd

3568  
TO-M

## ZF 20-13 Zoning Map PD Planned Development UTD Student Housing Village

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



ZF 20-13



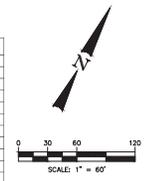
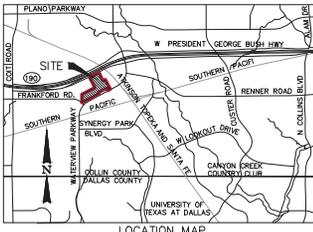
ZF 20-13 Aerial Map  
PD Planned Development  
UTD Student Housing Village

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



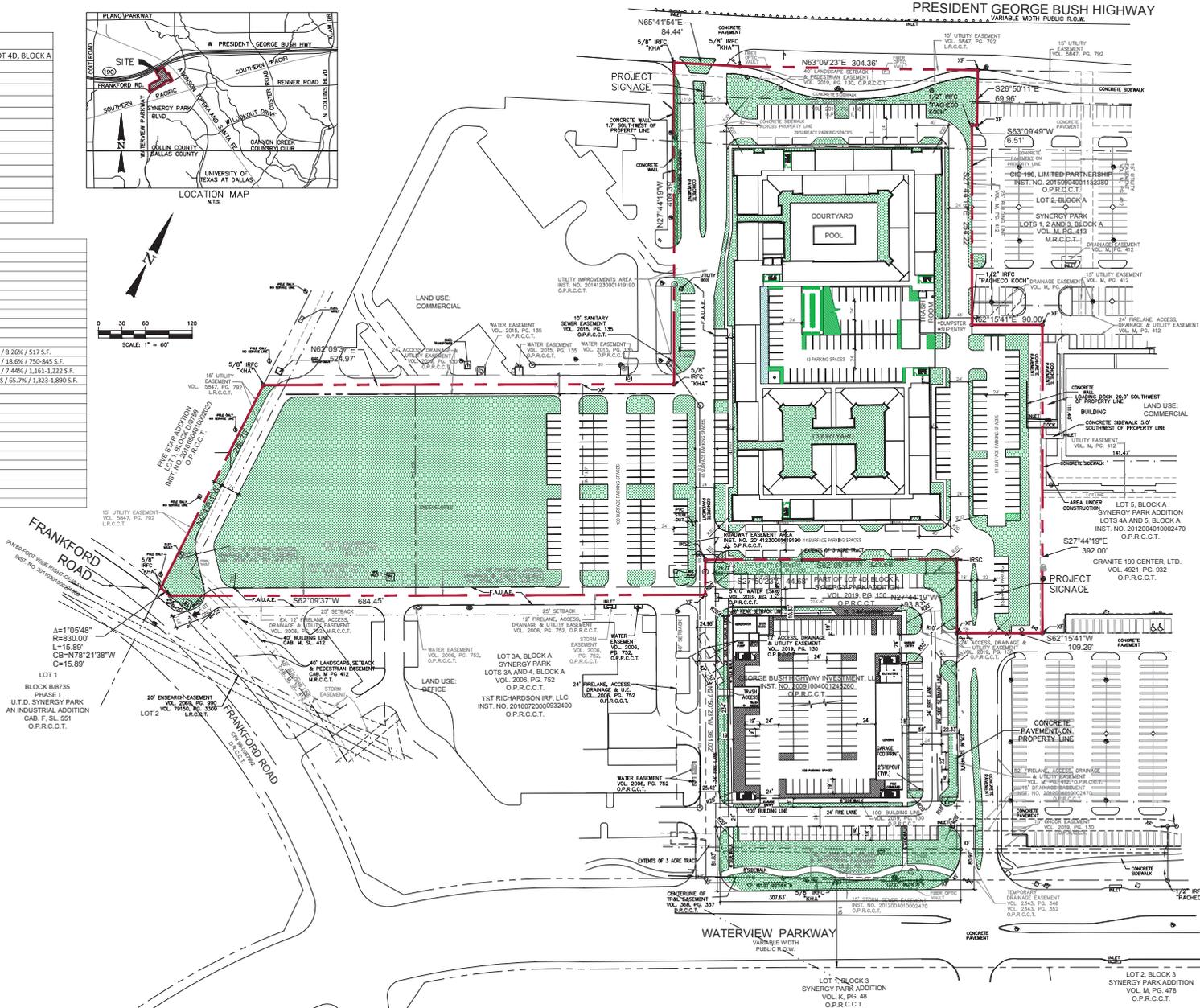
**UTD STUDENT HOUSING VILLAGE**

SYNERGY PARK ADDITION, LOTS 7, 8 & 9 AND PART OF LOT 4D, BLOCK A TO-M	EXISTING ZONING
PD/SUP - HOTEL	
PD/A-950-M	PROPOSED ZONING
10.03 TOTAL ACRES	
368,444 TOTAL GROSS BLDG. S.F.	
0.84 FLOOR AREA RATIO	
0.21 LOT COVERAGE	
242 NUMBER OF UNITS	
24.1 DENSITY	
800 NUMBER OF BEDS	
584 PARKING PROVIDED	
329 GARAGE SPACES	
255 SURFACE SPACES	
148,646 LANDSCAPE AREA	



**UTD STUDENT HOUSING VILLAGE**

10.03 AC SITE AREA (436,870 S.F.)
64 FT. /5 STORES/ BLDG. HT / NO. STORES
368,444 GROSS BLDG. S.F. (PARKING)
0.84 FLOOR AREA RATIO
0.21 LOT COVERAGE
242 NUMBER OF UNITS
24.1 DU/AC. DENSITY
800 NUMBER OF BEDS:
20 - 1 BDRM /% / MIN. S.F. 20 BDRS / 8,269 / 517 S.F.
45 - 2 BDRM /% / MIN-MAX S.F. 20 BDRS / 18,096 / 750-845 S.F.
18 - 3 BDRM /% / MIN-MAX S.F. 54 BDRS / 7,444 / 1,161-1,222 S.F.
159 - 4 BDRM /% / MIN-MAX S.F. 636 BDRS / 65.7% / 1,323-1,890 S.F.
2 SPACES/DU PARKING RATIO REQUIRED
484 SPACES PARKING REQUIRED
2.01 SPACES/DU PARKING RATIO PROPOSED
584 SPACES PARKING PROVIDED
GARAGE - 329 SPACES
SURFACE - 255 SPACES
0.73 SPACES/BDRM PARKING RATIO PER BDRM
148,646 LANDSCAPE AREA
17,238 COURTYARD AREA
3,722 AMENITY AREA
3,105 LOBBY-LEASING



**ORIGINAL ZONING CONCEPT PLAN Exhibit "B-1"**



Boarman  
Kroos  
Vogel  
Group  
Inc.  
Adolphus Tower  
1412 Main Street, Suite 700  
Dallas, TX 75202  
Telephone: 469.405.1245  
www.bkvgroup.com  
EOE

CIVIL ENGINEER / APPLICANT  
**BGE**  
BGE Inc.  
2595 Dallas Parkway, Suite 101  
Frisco, TX 75034  
Tel: 972-464-4800 • www.bgeinc.com  
TPE Registration No. F-1046  
CONTACT: RUSTY GLOVER Copyright 2020

**ALTATERA**  
REAL ESTATE  
UTD  
Student Housing Village  
MasterPlan  
Richardson, Texas  
[ISSUE #] [DATE] [DESCRIPTION]

THESE PLANS ARE ISSUED FOR THE PURPOSE OF PRELIMINARY REVIEW AND ARE NOT INTENDED FOR CONSTRUCTION. WHEN ISSUED IN FINAL FORM THEY WILL BE SEALED, SIGNED AND DATED.  
RESPONSIBLE ENGINEER:  
FRANK FLORES  
TEXAS REGISTERED ENGINEERING  
RUSTY & GLOVER, P.E.  
TEXAS REGISTRATION NO. 96267  
OCTOBER 13, 2020

OWNERS:  
George Bush Highway Investment LLC  
670 West Campbell Rd. Suite 100  
Richardson, Texas 75080  
Tel: 4695342297  
Contact: MEHRDAD MAZAHARI  
MMAZAHARI@YAHOO.COM

AKSHAR 10 LLC  
2508 SAM SCHOOL ROAD  
SOUTH-LAKE, TX 76092  
TEL: 870-918-7399  
CONTACT: SHAILESH VORA

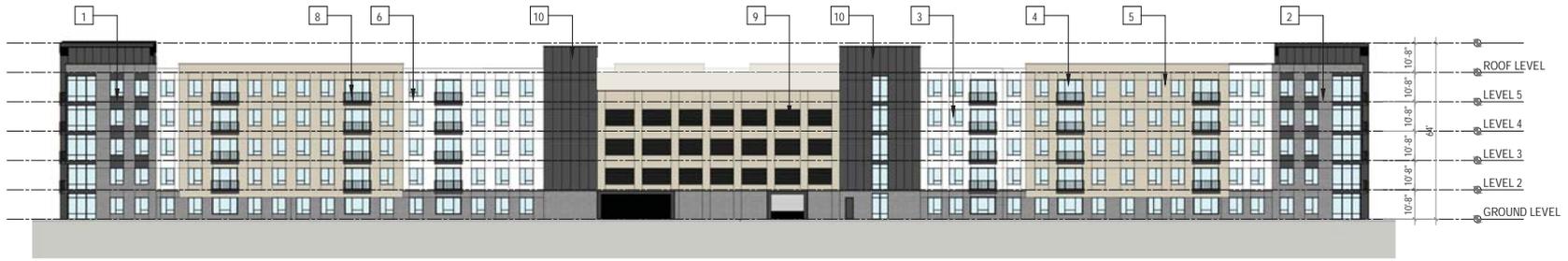
DRAWN BY	
CHECKED BY	
COMMISSION NUMBER	298703
SHEET TITLE	
ZONING EXHIBIT (CONCEPT PLAN)	
10.0284 ACRES (436,839 SF) MARTHA McBRIDE SURVEY	
ABSTRACT 553	
SHEET NUMBER	



WEST ELEVATION

MATERIAL PERCENTAGE - WEST		
(AREA)	(SF)	(%)
TOTAL ELEVATION AREA	27,453	100
GLAZING DOORS & WINDOWS	9,220	33.6
NON-GLAZING DOORS & WINDOWS	18,233	66.4

FIBER CEMENT PANEL	2,475	13.6
BRICK	5,270	28.9
STUCCO FINISH - DARK SANDSTONE COLOR	6,565	36.0
STUCCO FINISH - LIGHT SANDSTONE COLOR	3,521	19.4
STUCCO FINISH - DARK GREY COLOR	402	2.1



EAST ELEVATION

MATERIAL PERCENTAGE - EAST		
(AREA)	(SF)	(%)
TOTAL ELEVATION AREA	26,003	100
GLAZING DOORS & WINDOWS	6,806	26.2
NON-GLAZING DOORS & WINDOWS	19,197	73.8

FIBER CEMENT PANEL	304	1.6
BRICK	4,040	21.0
STUCCO FINISH - DARK SANDSTONE COLOR	7,155	37.3
STUCCO FINISH - LIGHT SANDSTONE COLOR	3,313	17.2
METAL SCREENING	1,707	9.0
STUCCO FINISH - DARK GREY COLOR	2,678	13.9

1	 FIBER CEMENT PANEL DARK GREY COLOR	4	 VINYL DOOR DARK COLOR	7	 ALUMINUM STOREFRONT BLACK COLOR	10	 STUCCO FINISH DARK GREY COLOR
2	 BRICK LIGHT GREY COLOR	5	 STUCCO FINISH DARK SANDSTONE COLOR	8	 BALCONY RAILING PAINTED BLACK	11	 METAL FENCING PAINTED BLACK
3	 VINYL WINDOW DARK COLOR	6	 STUCCO FINISH LIGHT SANDSTONE COLOR	9	 METAL SCREENING PAINTED BLACK		

Exhibit "C-1





NORTH ELEVATION



SOUTH ELEVATION

1	 FIBER CEMENT PANEL DARK GREY COLOR	4	 VINYL DOOR DARK COLOR	7	 ALUMINUM STOREFRONT BLACK COLOR	10	 STUCCO FINISH DARK GREY COLOR
2	 BRICK LIGHT GREY COLOR	5	 STUCCO FINISH DARK SANDSTONE COLOR	8	 BALCONY RAILING PAINTED BLACK	11	 METAL FENCING PAINTED BLACK
3	 VINYL WINDOW DARK COLOR	6	 STUCCO FINISH LIGHT SANDSTONE COLOR	9	 METAL SCREENING PAINTED BLACK		

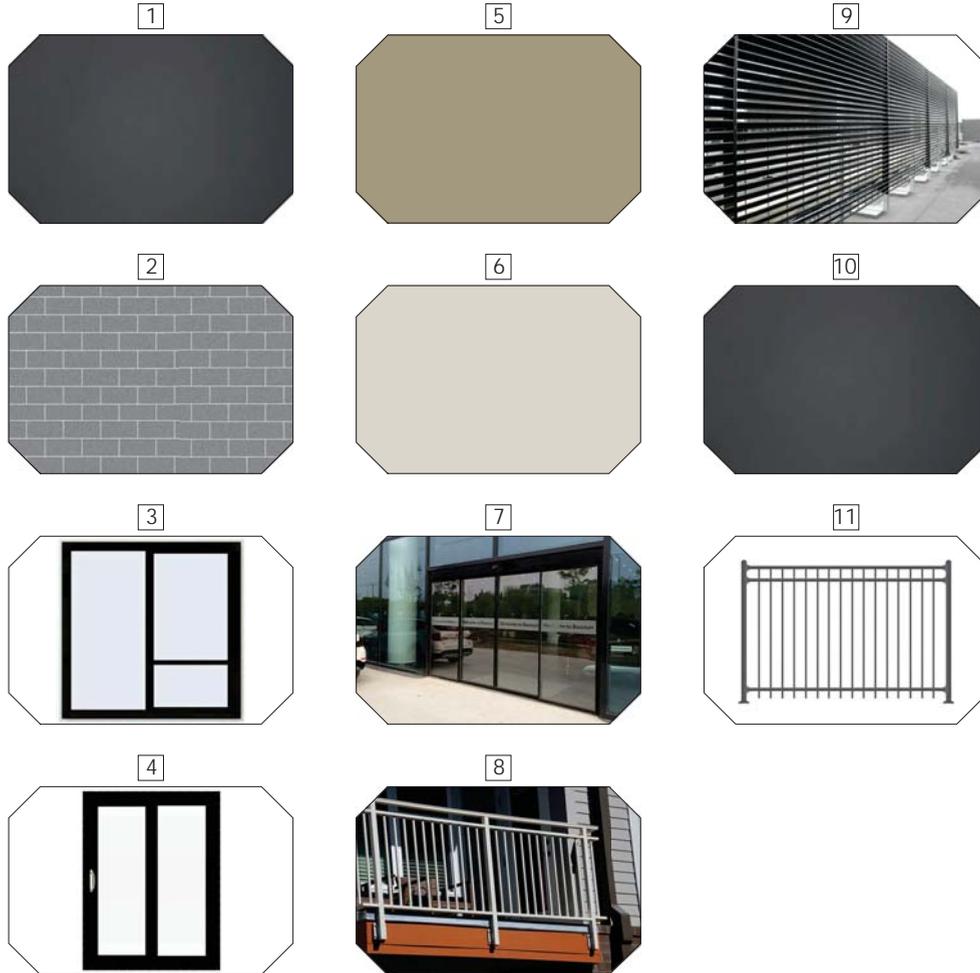
MATERIAL PERCENTAGE - NORTH		
(AREA)	(SF)	(%)
TOTAL ELEVATION AREA	15,747	100
GLAZING DOORS & WINDOWS	4,879	31.0
NON-GLAZING DOORS & WINDOWS	10,868	69.0

FIBER CEMENT PANEL	855	7.9
BRICK	2,789	25.6
STUCCO FINISH - DARK SANDSTONE COLOR	4,033	37.1
STUCCO FINISH - LIGHT SANDSTONE COLOR	1,690	15.6
STUCCO FINISH - DARK GREY COLOR	1,501	13.8

MATERIAL PERCENTAGE - SOUTH		
(AREA)	(SF)	(%)
TOTAL ELEVATION AREA	15,781	100
GLAZING DOORS & WINDOWS	4,872	30.9
NON-GLAZING DOORS & WINDOWS	10,909	69.1

FIBER CEMENT PANEL	801	7.3
BRICK	2,835	26.0
STUCCO FINISH - DARK SANDSTONE COLOR	3,983	36.5
STUCCO FINISH - LIGHT SANDSTONE COLOR	1,707	15.7
STUCCO FINISH - DARK GREY COLOR	1,583	14.5

## MATERIAL SAMPLE BOARD

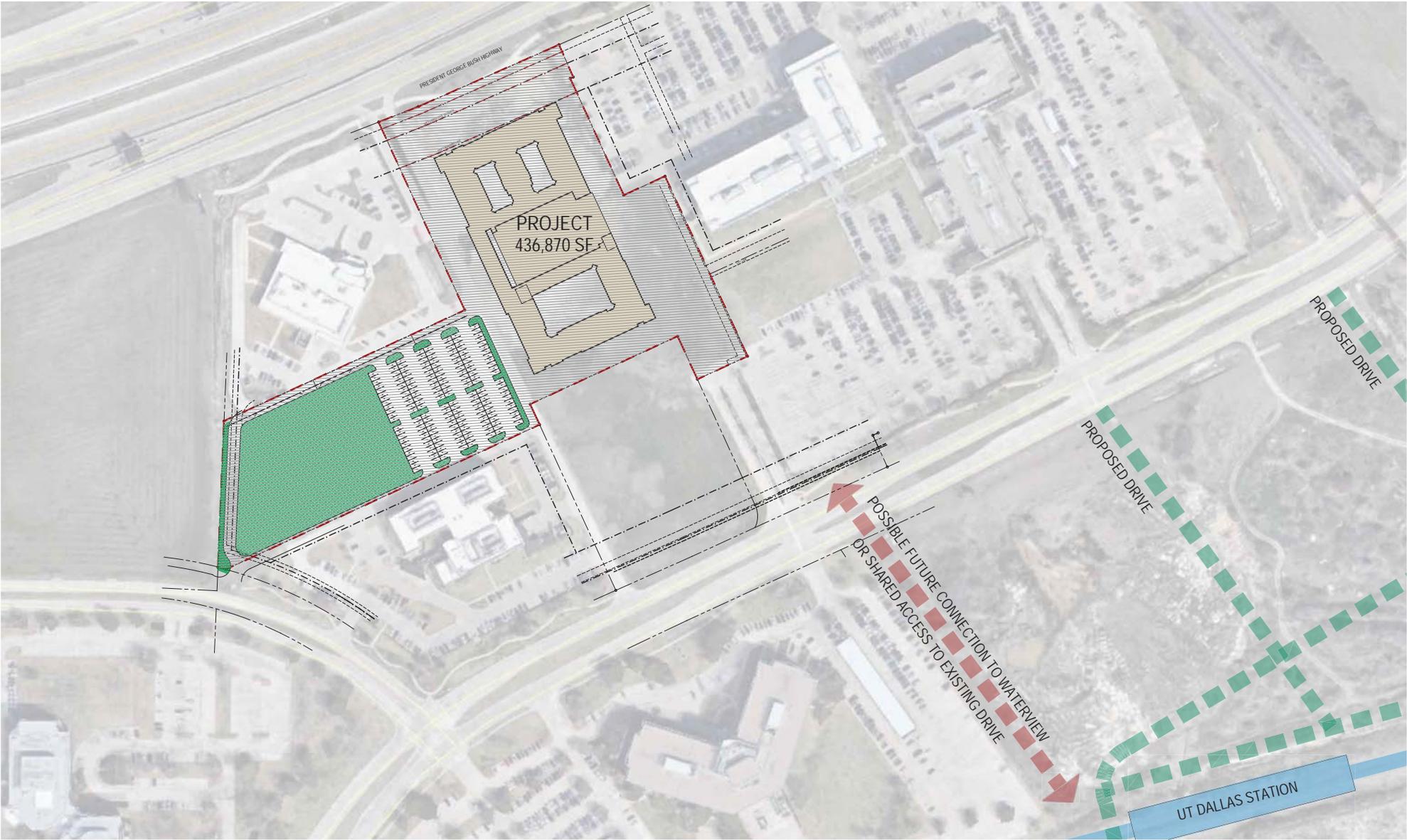


## MATERIALS / COLOR KEY NOTES

1	FIBER CEMENT PANEL DARK GREY COLOR
2	BRICK LIGHT GREY COLOR
3	VINYL WINDOW DARK COLOR
4	VINYL DOOR DARK COLOR
5	STUCCO FINISH DARK SANDSTONE COLOR
6	STUCCO FINISH LIGHT SANDSTONE COLOR
7	ALUMINUM STOREFRONT BLACK COLOR
8	BALCONY RAILING PAINTED BLACK
9	METAL SCREENING PAINTED BLACK
10	STUCCO FINISH DARK GREY COLOR
11	METAL FENCING PAINTED BLACK



SITE



MASSING VIEW 1

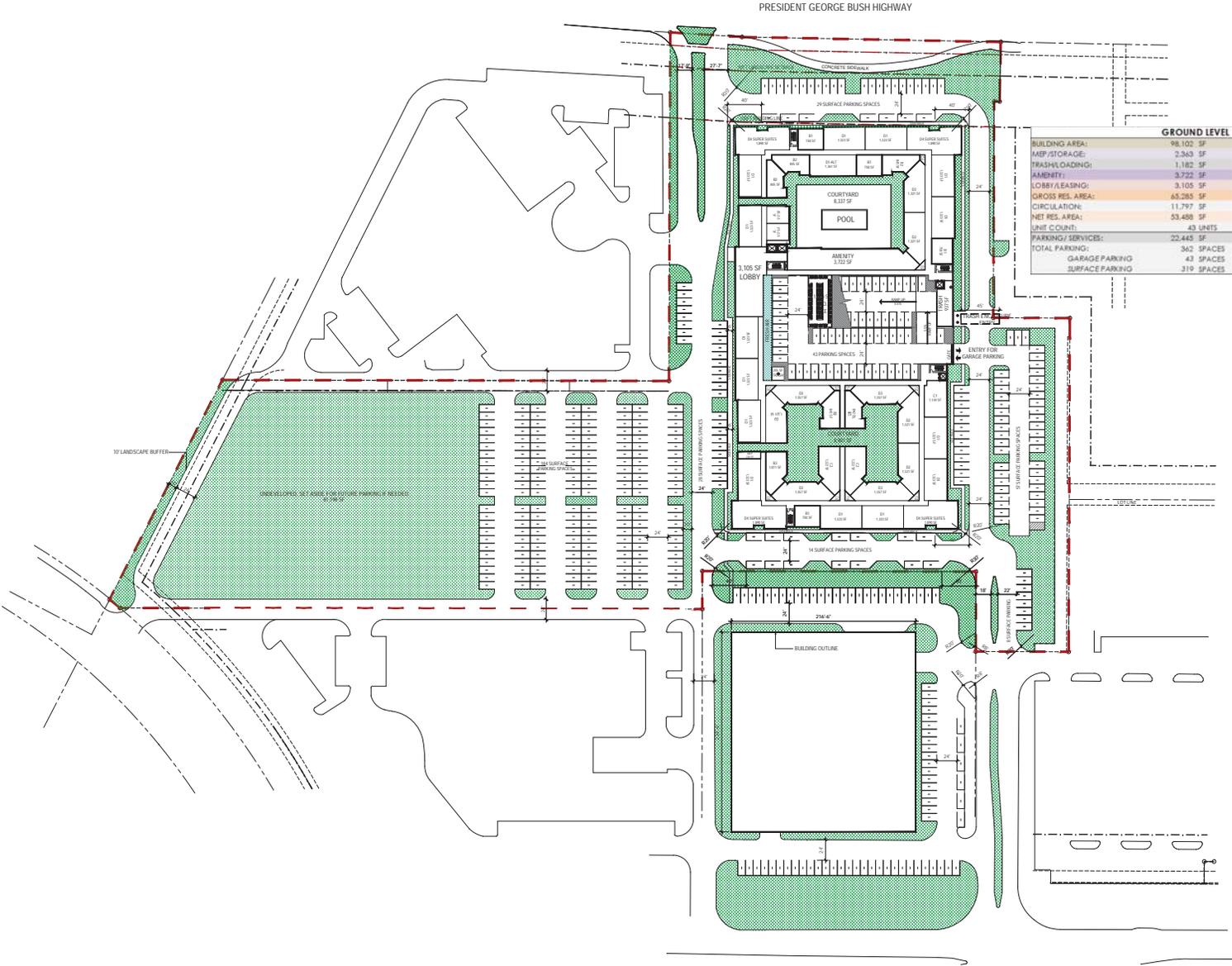


MASSING VIEW 2





# OVERALL SITE PLAN



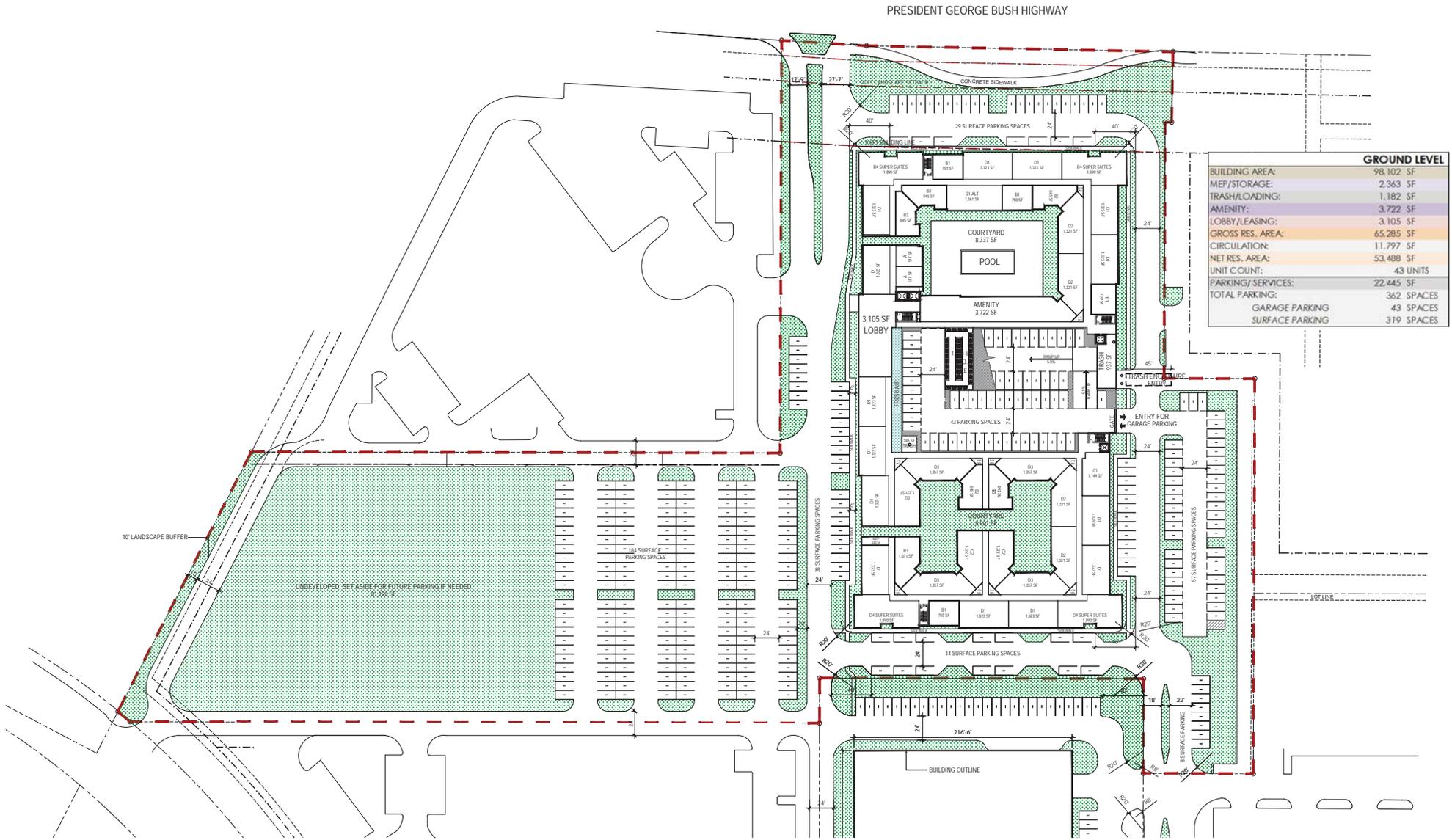
Alta Terra Student Housing | #2367.03-M | 10.30.2020

SCALE: 1" = 90' - 0"

N

BKV GROUP

# GROUND LEVEL



GROUND LEVEL	
BUILDING AREA:	98,102 SF
MEP/STORAGE:	2,363 SF
TRASH/LOADING:	1,182 SF
AMENITY:	3,722 SF
LOBBY/LEASING:	3,105 SF
GROSS RES. AREA:	65,285 SF
CIRCULATION:	11,797 SF
NET RES. AREA:	53,488 SF
UNIT COUNT:	43 UNITS
PARKING/SERVICES:	22,445 SF
TOTAL PARKING:	362 SPACES
GARAGE PARKING	43 SPACES
SURFACE PARKING	319 SPACES

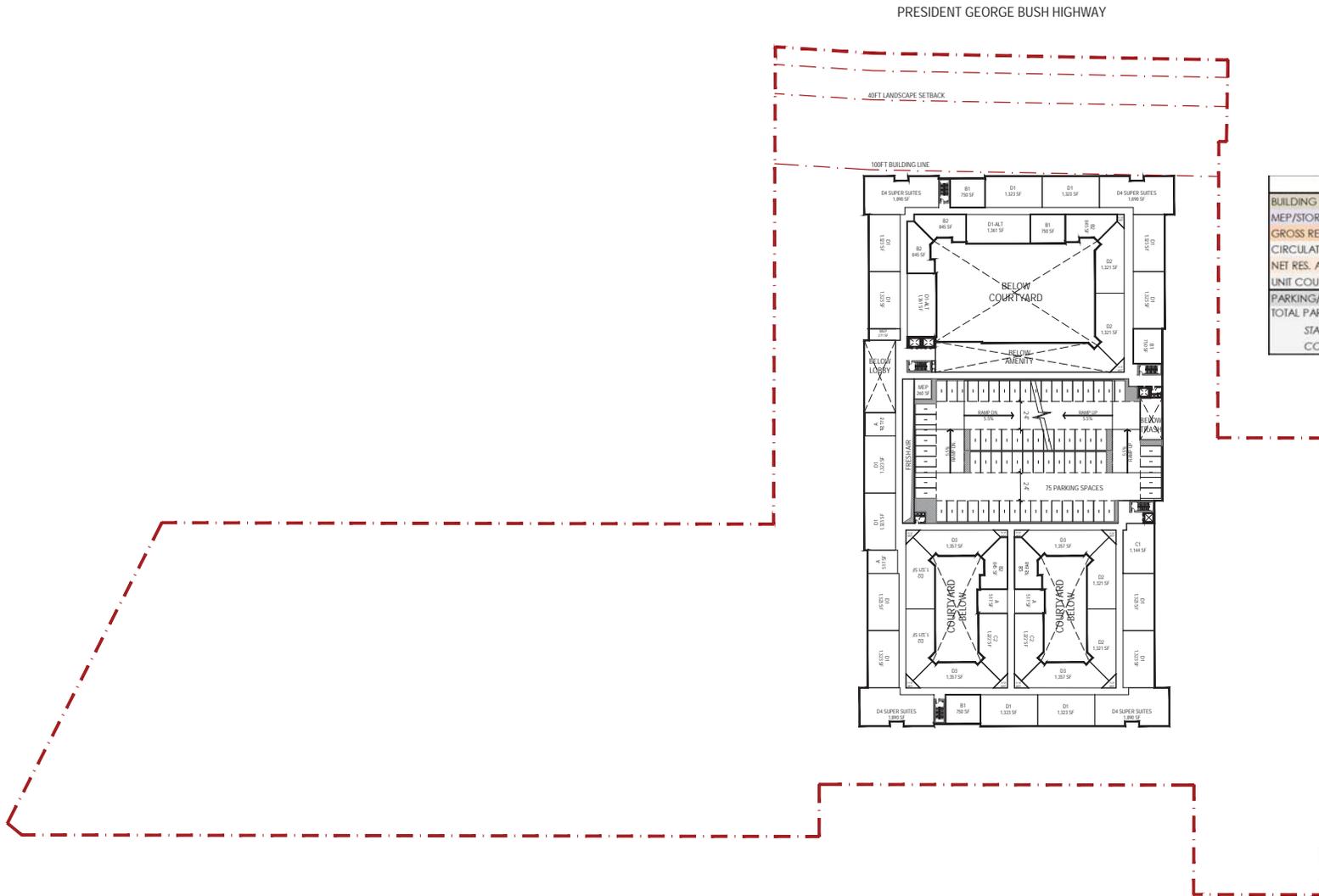
Alfa Terra Student Housing | #2367.03-M | 10.30.2020

SCALE: 1" = 90' - 0"

N

BKV GROUP

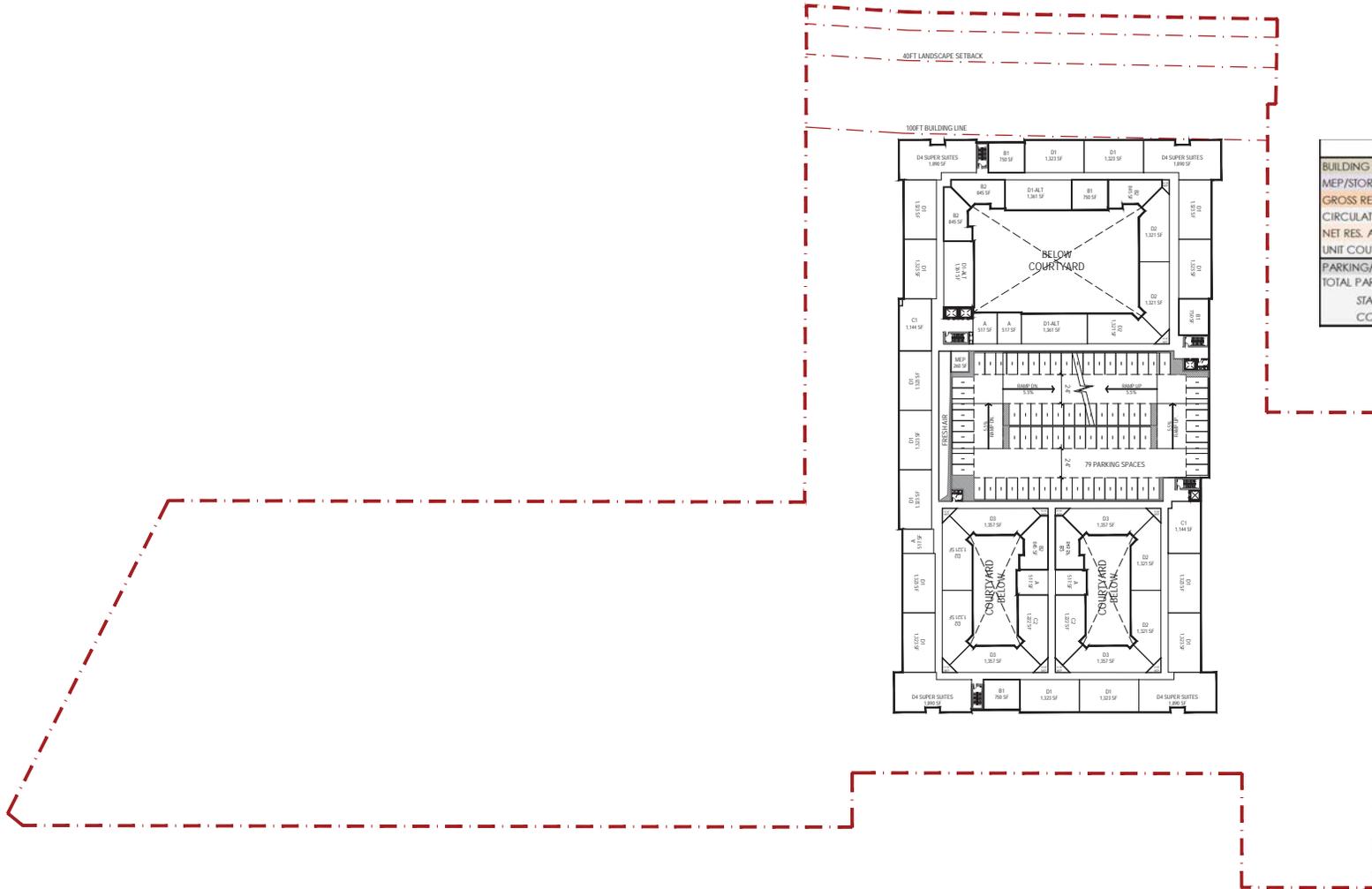
# LEVEL 2



LEVEL 2	
BUILDING AREA:	93,853 SF
MEP/STORAGE:	935 SF
GROSS RES. AREA:	68,745 SF
CIRCULATION:	13,706 SF
NET RES. AREA:	55,039 SF
UNIT COUNT:	46 UNITS
PARKING/ SERVICES:	24,173 SF
TOTAL PARKING:	75 SPACES
STANDARD PARKING	75 SPACES
COMPACT PARKING	SPACES

# LEVEL 3

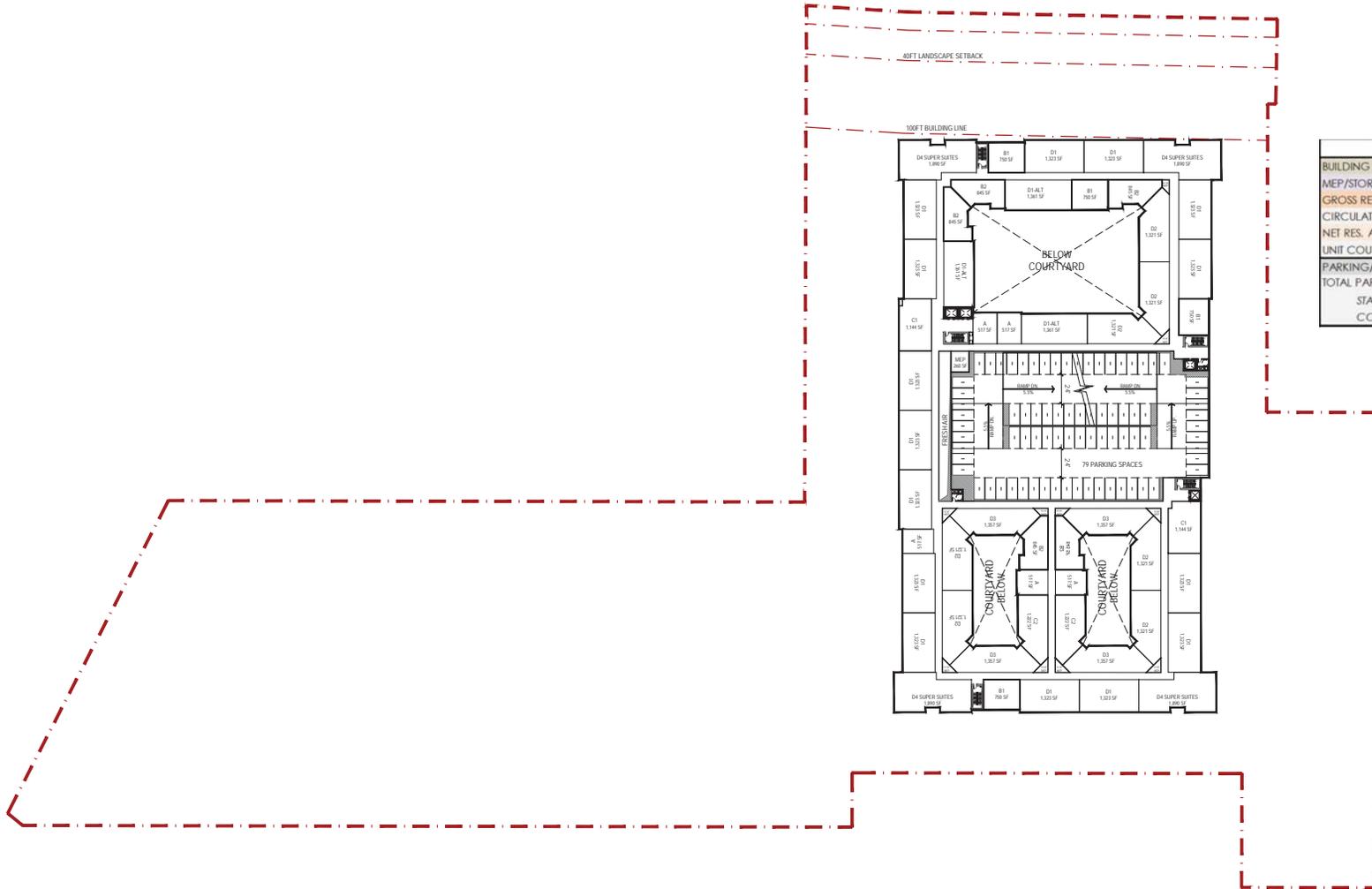
PRESIDENT GEORGE BUSH HIGHWAY



LEVEL 3	
BUILDING AREA:	99,289 SF
MEP/STORAGE:	935 SF
GROSS RES. AREA:	73,495 SF
CIRCULATION:	12,790 SF
NET RES. AREA:	60,705 SF
UNIT COUNT:	51 UNITS
PARKING/ SERVICES:	24,859 SF
TOTAL PARKING:	79 SPACES
STANDARD PARKING	79 SPACES
COMPACT PARKING	SPACES

# LEVEL 4

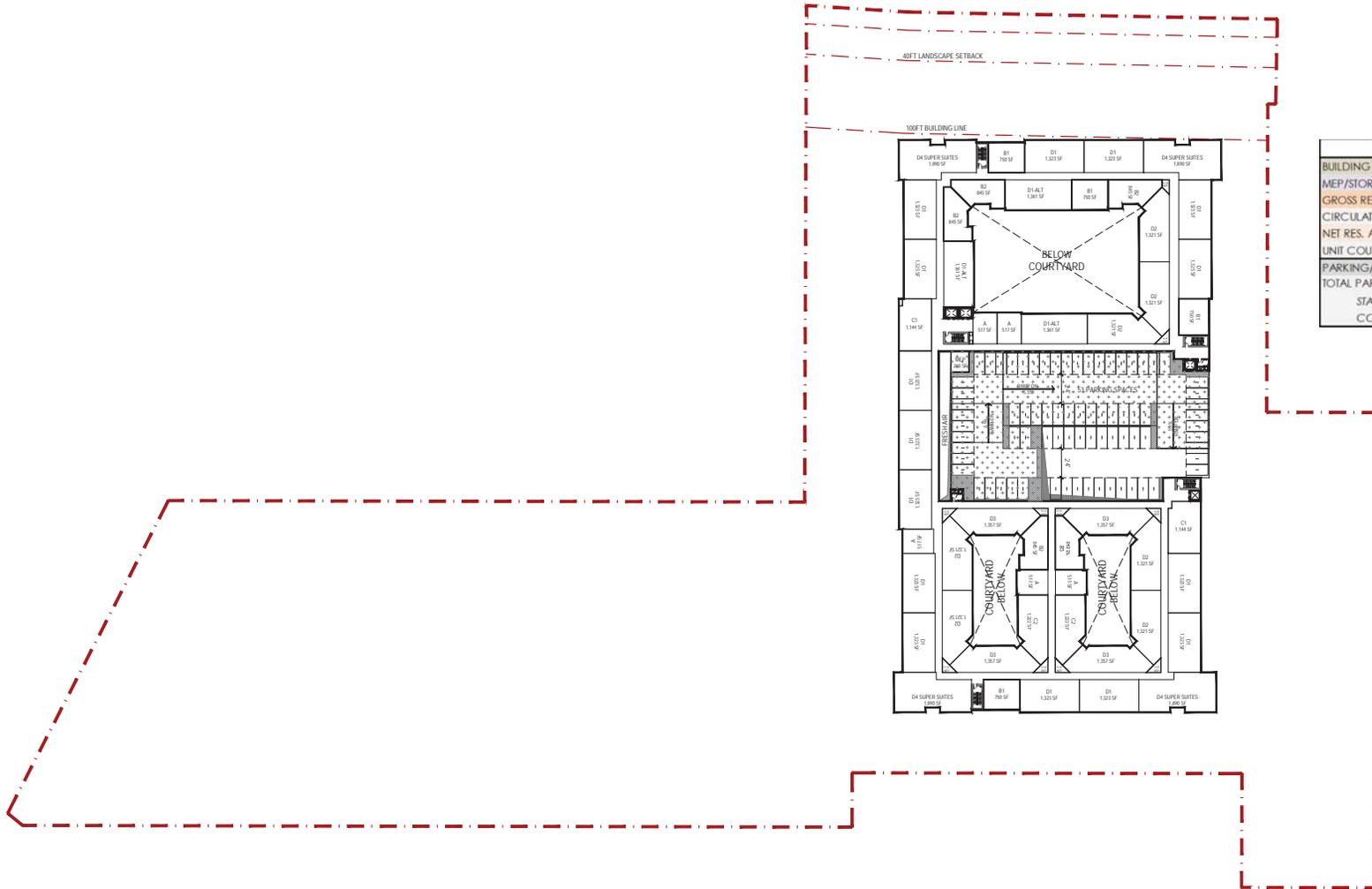
PRESIDENT GEORGE BUSH HIGHWAY



LEVEL 4	
BUILDING AREA:	99,289 SF
MEP/STORAGE:	935 SF
GROSS RES. AREA:	73,495 SF
CIRCULATION:	12,790 SF
NET RES. AREA:	60,705 SF
UNIT COUNT:	51 UNITS
PARKING/ SERVICES:	24,859 SF
TOTAL PARKING:	79 SPACES
STANDARD PARKING	79 SPACES
COMPACT PARKING	SPACES

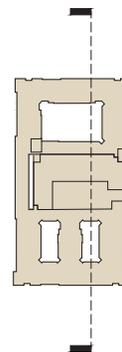
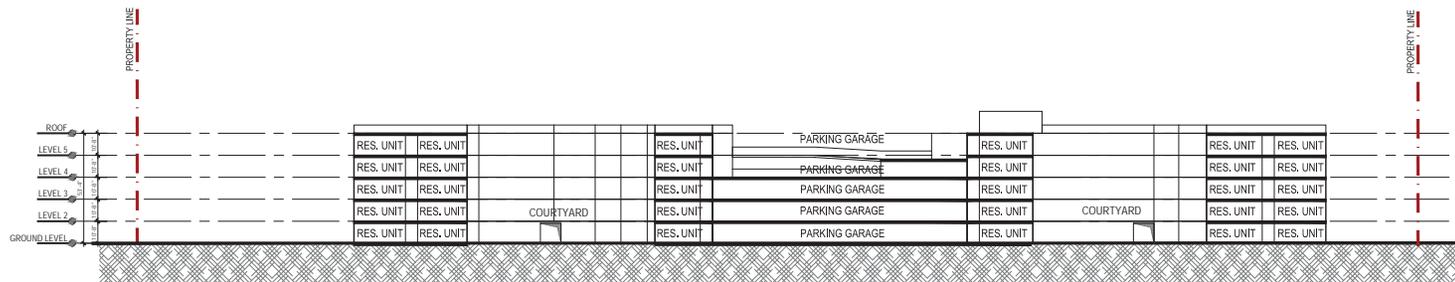
# LEVEL 5

PRESIDENT GEORGE BUSH HIGHWAY



LEVEL 5	
BUILDING AREA:	90,061 SF
MEP/STORAGE AREA:	935 SF
GROSS RES. AREA:	73,312 SF
CIRCULATION:	12,607 SF
NET RES. AREA:	60,705 SF
UNIT COUNT:	51 UNITS
PARKING/ SERVICES:	15,814 SF
TOTAL PARKING:	53 SPACES
STANDARD PARKING	53 SPACES
COMPACT PARKING	SPACES

# SECTION





October 5, 2020

City of Richardson  
411 W. Arapaho Rd  
Richardson, TX 75080

**RE: UT Dallas Student Housing Project**

AltaTerra Real Estate has prepared this memo to provide data and justification for the proposed re-zone of the 10+/- acres located at the intersections of W. President George Bush Highway, Frankford Road and Waterview Parkway, one block north of UTD campus (“**Subject Student Housing Project**”). This memo will provide information of how a re-zone of the subject 10 acres to allow the construction of a purpose-built student housing, transit-oriented (TOD), master-planned village will support a public need for the City of Richardson and surrounding areas.

The data in this memo provides a framework for quantifying housing issues related to the public needs of the City and UT Dallas. The items related to housing are outlined below:

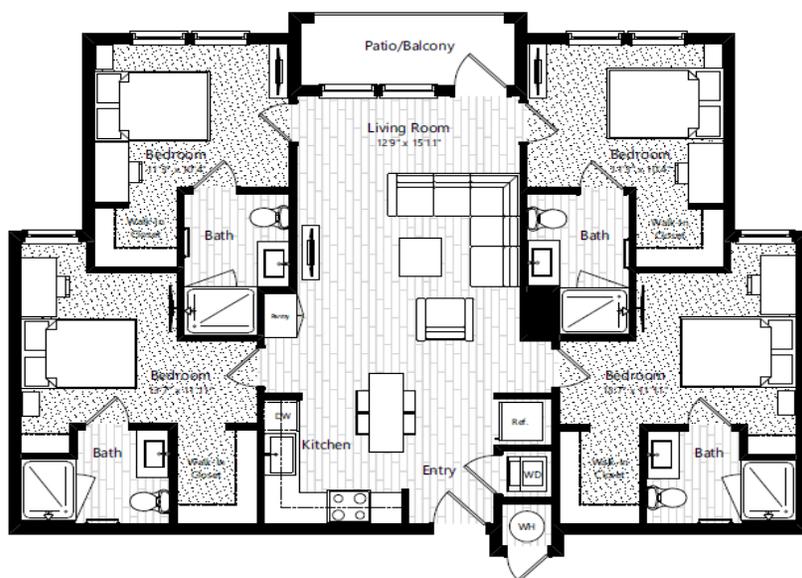
**Off-Campus Housing**

- a. Massive shortage of student housing built and designed purposefully for college students
- b. Managers/Landlords (lack of professional management)
- c. Physical Condition of some housing units (exterior lighting, security cameras, upkeep, trash, animal control, etc.)
- d. Traffic – road traffic, accidents, and deaths from students traveling > 30 miles
- e. Parking/cars – too many cars on road causing pollution, too much parking underutilizing space
- f. Long-term viability of the housing product

## Purpose-Built Student Housing is Designed for Students and is Highly Occupied

The philosophy of the purpose built student housing industry is to provide housing with services and amenities just for students. The purpose-built student housing industry was founded on the concept that many college campuses were served by functionally obsolete and in some cases sub-standard off-campus housing. The purpose-built student housing industry is known as a labor and capital intensive business.

Students typically prefer to live with two or four roommates with a private bedroom. Less than 30% prefer to live alone. **The purpose-built student housing product is specifically designed to accommodate students** with multiple roommates. A typical unit designed for four roommates in private bedrooms and private bathrooms is illustrated below. **Per Axiometrics Research, 4-6 bedroom units accounted for nearly 60% of all student housing floor plans built since 2011 in Texas, Florida and Georgia.**



**These floor plans developed in student housing projects feature private streets and limited access, thereby limiting the impact on lower density residential neighborhoods.** The purpose-built student housing draws the students out of the low density neighborhoods in less than ideal living situations (shared bedrooms and bathrooms) thereby alleviating the negative impact of the student turnover in these neighborhoods.

Operations of student housing is very different from conventional multifamily apartments. One of the main differences is that **units are rented on a “per-bed” basis, where each bedroom within a unit has its own lease tied to that bedroom.** Each student is responsible for only her/his bedroom rent, not for the other people in the unit. If one person does not pay rent, that person can be evicted, while the other students in that same unit can stay as long as they pay rent for their own bedroom lease. Additionally, it allows a student to lease a bedroom individually, without needing to find roommates or groups of friends to lease an entire unit. The property management of student housing will perform unit roommate matching for the students, similar to on-campus housing.

The per-bedroom leases deter non-students because non-students/families will not want to be roommate matched with unknown individuals in the same unit. Additionally, most bedrooms within a student housing unit are all the same size (no master bedrooms), which would not be desirable for families or couples. Below are several of the main differences between student housing and multifamily:

<b>Select Differences - Student Housing vs. Multifamily</b>		
	<b>Student Housing</b>	<b>Multifamily</b>
Leases	By-the-bed	by-the-unit
Most Common Floor Plan	4/4	1/1, 2/2
<i>Unit Features:</i>		
Furnished by Property	Beds, Mattress, Desks, Desk Chairs, Drawers, Sofa	None
Utilities Included in Lease	Water, Sewer, Trash, Internet	None
Master Bedrooms	None	Yes
<i>Property Amenities:</i>		
Large Study Spaces	Yes	None
Playgrounds/Tot Lots	None	Yes
Roommate Matching	Yes	None
Income Requirements	Based on Guarantor (Parent) of Student	Based on individuals living in unit (Do not allow guarantors)

According to 3<sup>rd</sup> party research firm Axiometrics, the inventory of both on- and off-campus, purpose-built student housing at UTD is reporting a weighted average occupancy rate of 99%. Northside Phases I and II totaling 1,674 bedrooms, representing the only off-campus, purpose-built student housing communities in the market, are 100% occupied. Note that these occupancies are well above the "typical" stabilized rate of 93% which is considered a standard in the multifamily housing industry.

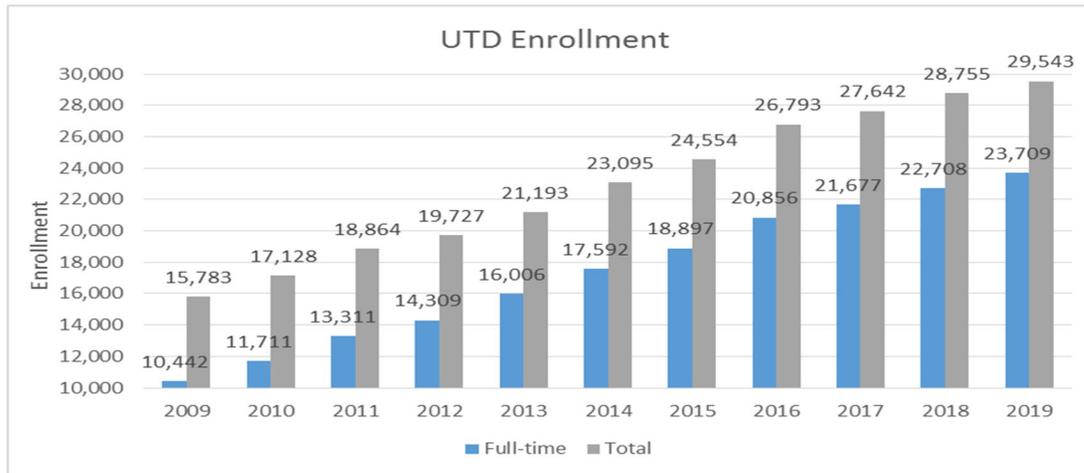
Off-Campus Occupancy Rate														
Property Name	Beds	Dist.	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	Jan-20	Feb-20	Mar-20	Apr-20
Northside at UTD I	594	0.1	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Northside at UTD II	1,080	0.0	99.6%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

On-Campus Housing					
Year	2015	2016	2017	2018	2019F
Number of Beds	4,743	4,743	5,543	5,573	5,543
Occupied Beds	4,701	4,682	5,278	5,520	5,421
Occupancy	99.1%	98.7%	95.2%	99.0%	97.8%
Vacancy	0.9%	1.3%	4.8%	1.0%	2.2%

Purpose-built student housing is most successful when it creates critical mass (north campus area neighborhood) and offers students close proximity to classes on campus (properties farthest from campuses typically report lower occupancies). **The Subject Student Housing Project provides a location walking distance to the UTD campus**, as well as creates critical mass of students on the north side of campus, especially when considering the existing Northside student community is in the same immediate area.

### Massive shortage of student housing

UT Dallas has been the fastest growing university in Texas and the 10<sup>th</sup> fastest growing in the U.S. over the past 10 years. UTD had a 2019 enrollment of 29,500, adding 13,700 new students over the last 10 years, growing an incredible 87% during that time. **UT Dallas' full-time enrollment has accounted for the majority of this growth, more than doubling and growing 127% to 23,709**, signifying the shift from a commuter campus to traditional university. Additionally, **the university is targeting to grow by another 5,500 students to total 35,000 in the next 10 years.**



**UT Dallas only has capacity to house 5,573 students in on-campus housing, representing 19% of total enrollment, leaving almost 24,000 total students and 18,000 full time students to search for housing off campus.** Per UTD Housing Department, UTD can only house 60% of incoming freshman, and consistently has a 700-800 person wait list for on-campus housing. Additionally, **per UT Dallas master plan, they are targeting to house up to only 25% of full-time enrollment by 2028, which would still leave over 27,000 students looking for housing by that time.**

<b>TOTAL DEMAND</b>	<b>Fall 2019</b>	<b>% of Enrollment</b>
Total Enrollment	29,543	
Less: On-Campus Housing	(5,573)	18.9%
<b>Total Requiring Off-Campus Housing</b>	<b>23,970</b>	<b>81.1%</b>
<b>FULL TIME DEMAND</b>	<b>Fall 2019</b>	<b>% of FT Enroll</b>
Total Enrollment	29,543	
Less: Part-time Students	(5,834)	
<b>Total Requiring On or Off-Campus Housing</b>	<b>23,709</b>	
Less: On-Campus Housing	(5,573)	23.5%
<b>Total Requiring Off-Campus Housing</b>	<b>18,136</b>	<b>76.5%</b>

Although the school has seen incredible enrollment growth in the last 10 years as noted above, the UT Dallas market had not had any off-campus, purpose-built, student housing until Northside Phase I completed in 2016 with 594 beds and was 100% occupied in its first year.

Northside Phase II came online in 2018 with 1,080 beds, increasing total off-campus student housing to 1,674 beds, with another 370 beds under construction in Phase III. Severe shortage of student housing is reflected in the 100% occupancy of the existing Northside Phases.

### **Purpose-Built Student Housing Brings Professional Management and Long Term Investment Viability**

The purpose built student housing product with its offerings for students puts pressure on private individual landlords that neglect their properties and encourages better accommodations in the community overall.

Purpose-built student housing properties are highly sought after by institutional investors and publicly traded real estate investment trusts (REITs) which is evidence of the long term viability of the product. These institutional investors typically intend to execute a buy and hold strategy. A typical hold period, depending on the investor, could be 10 to 15 years.

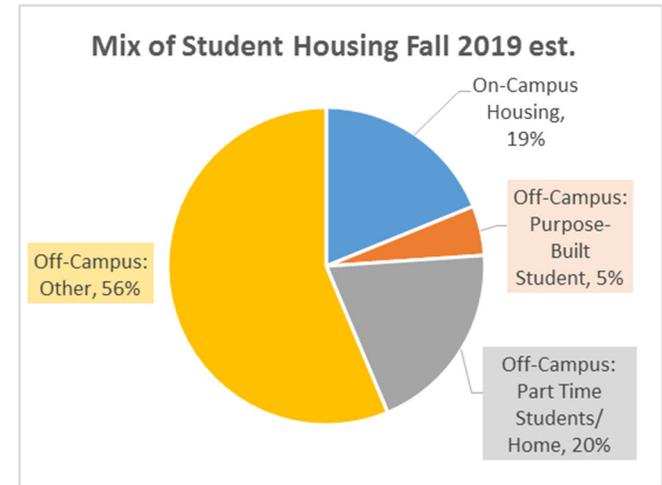
To preserve asset value for its investors, the owner of a purpose-built student housing property must continuously maintain a property including professional landscaping, correction of life safety issues, and capital expenditures. With access to capital, institutional investors are better equipped to manage student housing projects when compared to mom-and-pop operators.

Additionally, lenders will typically require a minimum underwriting for replacement reserves equal to \$300 per unit.

### **Shifting Student Housing Mix Expands Housing for Families/Non-Students**

A majority of the students attending UT Dallas (76%-81%) reside in some type of off-campus housing. The chart to the right illustrates the estimated breakdown of the mix of housing types occupied by students. The mix is calculated from various sources (University website, Common Data Set, Axiometrics, ATRE desktop research). Of the off-campus housing options, the largest percentage of students reside in "other" rentals. **Currently, purpose-built student housing inventory can only house 5% of students.**

In other large Texas university markets with more mature, purpose-built student housing supply, the purpose-built inventory can house much higher % of enrollment than the UT Dallas market. For example, UT Austin's purpose-built student housing can house 42% of total enrollment, leaving other types of housing available to families, professionals, retirees, etc.



Upon rezoning of the 10+/- acre Subject Student Housing Project site, and considering new planned dormitories and future off campus housing development, ATRE estimate of the housing mix by 2023 illustrates a drop in the number of students residing in “other” rentals. The shift in off-campus residences will occur most significantly in the “off-campus: purpose-built student” category, which could more than double (assuming the subject and all identified projects are built) to 12% of the housing mix.

The forecasted shift in the mix of student housing would benefit the public in two notable ways:

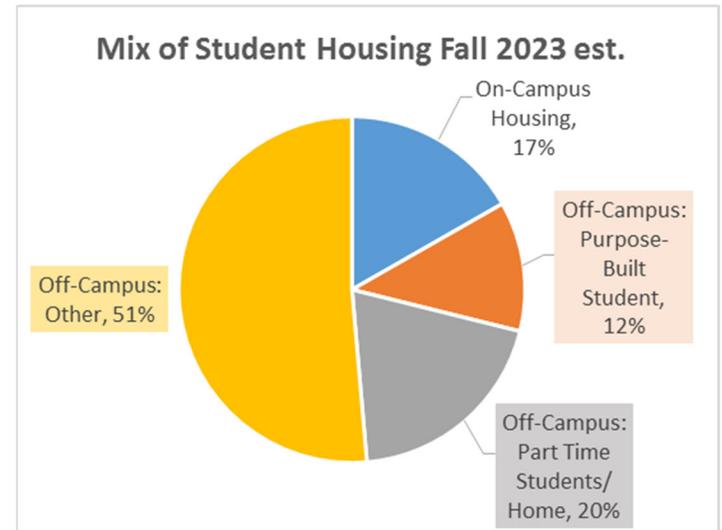
1) Achieving the critical mass of purpose-built student housing in Richardson will address key issues including adding more professional management to the market, keeping public safety issues at a manageable level, alleviating overcrowding/massive shortage of student housing, and maintaining property physical conditions.

2) Opening up other rental housing options currently occupied by students to middle income families with the potential for some of the units to be converted to owner occupied housing, in turn, stabilizing neighborhoods.

### **Reduction in Traffic/Accidents with Student Housing Walking Distance to Campus**

The Dallas-Fort Worth market has consistently ranked among the nation’s most traffic-congested cities annually. Per a traffic index study, Dallas-FW market ranks 3<sup>rd</sup> worst in traffic congestion in Texas, as well as 35<sup>th</sup> in the U.S. and top 300 in the world. Dallas-FW drivers commute to work an average of 24 miles daily, with cities in the Metroplex having some of the slowest commutes in the entire state. Additionally, the population of super-commuters driving more than 90 minutes a day in Dallas has grown 27% in the last 8 eight years.

As a result of congestion and significant commuters, Dallas also is among the top cities with most car accidents and least safe driving. Allstate's best drivers report found Dallas falls in the bottom 15% of cities for safe-driving records, based on its analysis of 200 major cities. Dallas drivers are about 46% more likely to get into a wreck than the average U.S. driver, the study found. Dallas had the 5<sup>th</sup> most accidents in Texas in 2019 a 3% increase from 2018. Dallas has the 5<sup>th</sup> highest rate of fatal traffic accidents among the 25 largest U.S. cities.



The College-aged population represents the largest demographic involved in crashes and fatal car accidents in Texas. Per the Texas Department of Transportation, drivers 19-21 years old had the highest number of crashes compared to drivers in other age groups.

**The Subject Student Housing Project will help to mitigate both traffic and car accidents involving college-aged demo by bringing ~1,000 students within walking distance to the UT Dallas campus, removing the need to commute and reducing the chance for fatalities prevalent in this age group.**

### Subject Project as a TOD - Reduction in Cars/Parking and Increase in Public Transit

As referenced above, reducing daily commutes of ~1,000 students by providing walkable purpose-built, student housing will help mitigate traffic congestion and accidents in Richardson and surrounding areas. In addition, **the Subject Student Housing Project’s pedestrian location to both UTD campus and the new DART Silver Line stop will reduce the need for driving and parking, increase use of public transit, reduce air pollution from vehicles, and promote health and wellness lifestyle.**



The Silver Line, also known as the Cotton Belt line, is a 26-mile, \$1.2 billion east-west commuter project that crosses seven cities and will connect Plano to DFW International Airport. It will have 10 stops across the seven cities including Grapevine, Coppell, Dallas, Carrollton, Addison, Richardson and Plano. Work began in November 2019 with completion planned for 2022. **The stop in Richardson is directly on the north side of the UT Dallas campus, only one block from the Subject Student Housing Project**, providing students with convenient access to shopping, dining, entertainment, and the airport without using a car.

The Project’s units will be designed with a target resident base of students at UT Dallas, with amenities that meet the needs of this demographic. With the Project’s location situated less 0.3 mile from the north side of UTD and only one block from the new DART Silver Line, there will be a significant reduction in the need for parking. As part of the Project application, the applicant will be requesting parking counts in line with national student housing standards and modern student housing properties in similar markets in a TOD location.

The proposed parking ratio is based on standards per the Institute of Transportation Engineers (ITE) Parking Generation 4<sup>th</sup> Edition (2018), City of Richardson, and American Planning Association (APA) Parking Standards Report (2002). With the APA defining “Student Housing” interchangeably with “Dormitory”, Dormitory was selected in the analysis below.

Parking Standard Source	Recommended Parking for Student Housing (Dormitory)
ITE 4th Edition	Apartments (Dormitory not separately listed): Average range 1.03-1.40 spaces per unit
City of Richardson	2 spaces per unit (multifamily only, no separate student parking)
APA Parking Standards	1 space per 5 BRs (0.2 per bed) to 1 space per 2 BRs (0.5 per bed)

The **Subject Student Housing Project** is planned to be 242 units / 800 bedrooms with 585 parking spaces. **Based on the parking analysis, the 2.42 spaces per unit (0.73 spaces per bed) requested by the applicant for the Project is consistent with Student Housing (Dormitory) parking requirements of both the APA parking standards and ITE recommendation.**

The parking ratio requested will also be in line and/or higher than parking ratios at successful student housing projects in similar walkable locations to college campuses with similar public transit systems, as shown in the table below:

Other Examples in Similar Markets							
Property	Location/School	Year Built	Units	Beds	Spaces	Parking Per Unit	Parking Per Bed
Verve	New Brunswick, NJ/Rutgers	2020	181	626	134	0.74	0.21
Ruckus 2.0	Austin, TX/UT Austin	2019	67	239	40	0.60	0.17
MUZE	Austin, TX/UT Austin	2019	158	502	180	1.14	0.36
Inspire on 22nd	Austin, TX/UT Austin	2019	129	439	148	1.15	0.34
Seven07	Champaign, IL/Univ of IL	2019	218	548	166	0.76	0.30
City Centre	Ithaca, NY/Cornell	2019	192	231	73	0.38	0.32
Aspire	Tucson, AZ/Univ of AZ	2019	150	505	146	0.97	0.29
Skyloft	Austin, TX/UT Austin	2018	212	674	255	1.20	0.38
212 East	Champaign, IL/Univ of IL	2017	111	428	88	0.79	0.21
The Nine at Memphis	Memphis, TN/Univ of Memphis	2017	114	385	124	1.09	0.32
HERE Champaign	Champaign, IL/Univ of IL	2015	142	522	87	0.61	0.17
44 North	Minneapolis, MN/Univ of MN	2014	194	595	127	0.65	0.21
Sol y Luna	Tucson, AZ/Univ of AZ	2013-2014	345	992	198	0.57	0.20
					Average	0.82	0.27
<b>Subject Project</b>	<b>Richardson, TX/UTD</b>	<b>TBD</b>	<b>242</b>	<b>800</b>	<b>585</b>	<b>2.42</b>	<b>0.73</b>

The parking at the proposed Project will be well above the average of comparable student housing properties in similar markets, all having a walkable location similar to the proposed Project.

The Project will also provide significant amount of secure bike parking, along with bike repair and cleaning stations for residents. This promotes both reduction in car pollution and healthy lifestyle of the students.

Additionally, **the increased use of ride-sharing services such as Uber and Lyft has resulted in declining car ownership, especially among college-age demographic.** A Lyft study reported 375.5 million rides in 2017, with 250,000 passengers getting rid of their cars that year due to ride-share services (US News 2018). US News reported a prediction that between 2020-2030, the number of passenger cars in US will drop by 80%, with 60% of remaining cars owned by fleet operators/ride-sharing services.

### **No Residential in Surrounding Uses**

**The rezoning of the subject site to allow for student housing will not impact lower density residential surrounding the site, as no residential exists in adjacent parcels.**

Subject Site - Adjacent Surrounding Uses		
Direction	Property Description	Property Code
North	President George Bush Highway	NA - Major Highway Road
West	Eminent Medical Center	F1 - Office Commercial
West	Ford Dealership	F1 (Commercial - Real)
Southwest	Fresenius Medical Care Hospital	F1 (Commercial - Real)
South	Points at Waterview Office Park	F1 (Office Commercial - Real)
East	United Healthcare Office	F1 (Office Commercial - Real)

Per the table above, the adjacent properties surrounding the site include only office and commercial uses, as well as a major road. No adjacent residential properties will be negatively impacted by the student housing project.

### Other Considerations

Per the UTD Master Plan, the site for the Subject Student Housing Project had been marked for potential future acquisition by the school, which signifies the site's connectivity and desire to provide support to the school. The UTD-owned parcel directly south of Waterview, across the street from the subject site, is planned for UTD events center, plaza, and research facilities. The rezone of the subject property will accelerate the site's ability to house UTD students as the school continues its growth toward its 35,000 enrollment target.

Additionally, completion of student housing buildings on the site will provide the City of Richardson tax revenues for the next 50-100 years, helping to support infrastructure of Richardson for years to come.

Overall, the Project is creating a master-planned student housing village in a walkable-to-campus location that promotes multi-modal transportation options and lessens the need for cars. The Project's student housing focus will help to mitigate the severe shortage of housing for UT Dallas students, while providing a Transit-Oriented location one block from the new DART Silver Line, offering students direct access to areas throughout DFW, benefiting both the future student residents of the Project and residents of Richardson.

We appreciate your consideration.

Sincerely,



Michael Augustine  
 President, Development  
 AltaTerra Real Estate

# *The M Lasik Center*

*Michael Mazaheri, MD*

*670 W. Campbell Rd. Ste 100*

*Richardson, TX 75080*

*(972) 889-3937*

22 years ago, when I finished my residency in Ophthalmology, I chose Richardson as my final home to live in and work. Being only 29 years old I felt that I could have a positive impact in the city and did not visualize other ways that I could be a positive force in the world around me.

As the years passed by, I started to feel that my impact on improving lives has been very little in comparison to large proactive measures that can help the community, such as decisions on how a city is formed and designed.

Improving traffic or pollution reduction laws for a city are by far more effective ways to improving lives than one can do as a physician. As I embarked in this project this realization was even more apparent. One thing became clear to me is that what saves lives in a great city is its evolution to its needs, especially when it comes to traffic, pollution reduction, and convenience and access to high-quality education. This will impact us today and will continue endlessly into the future.

The importance of traffic reduction is such an understated fact in the future of our big cities. There is not a single meeting or event that is not impacted by traffic. Bad traffic can turn a great day into a stressful string of events. Whether we are meeting someone, going to school, getting family out to dinner or going to work on daily basis, traffic is always a player. Designer cities of the future will work around traffic reduction and try to have people live closer to their work and schools. Many years ago, I planned to someday initiate a law that allowed tax incentives to people that walk to their work. This would make people choose homes that are closer to their workplace. I have personally walked to work myself and cannot over emphasize how it helped me save so much time, money, and stress. I made it a priority to live and work on the same block. This made me available to patients in emergency times and left the city streets clear from my usage. Traffic never controlled me and my time. This may have been the best move of my life, and when I see people racing to get to an exam or to work, I am constantly reminded of it.

Nothing gets better than an instant arrival to your school by living in walking or biking distance. The subject land is in fact within walking and biking distance to the University of Texas at Dallas (UTD), reducing the need for significant parking and cars on the road.

Cleaner air for our future and less traffic is what I see to be the clear advantage of this Master Student Housing plan. UTD is here to stay and has been the 2<sup>nd</sup> fastest growing university in the nation over the past 10 years, grown historically 3 to 11 percent a year. In less than 20 years, the traffic as a result of shortage of proximate student housing will only get worse. In 50 years from now, we will look back and see how we saved the last unbuilt parcel adjacent to the school and put it to a good use that will keep on giving back for generations. Removing 1500 cars back and forth every day for the next 100 years is a good start.

Almost every resident in Richardson has noticed the traffic increase and deadly accidents that we have on our roads. As I talked to other long-term residents, I noticed that this has been a topic for years. The Dallas-Fort Worth market has consistently ranked among the nation's most traffic-congested cities annually.

As an eye trauma surgeon for over 22 years serving North Dallas/Richardson hospitals in a 50 mile radius, I have seen things that I wish I had not seen and had magical powers to reverse time and prevent them from happening. Keeping this many cars off our roads is a great start. Every car removed from the roads will make the roads safer for all, particularly among the college-aged demographic.

Accidents are a top cause of human deaths and morbidity. Traffic is a major cause, not to mention a waste of time and frustration associated with it. As a result of congestion and significant commuters, Dallas is among the top cities with most car accidents and least safe driving.

# *The M Lasik Center*

*Michael Mazaheri, MD  
670 W. Campbell Rd. Ste 100  
Richardson, TX 75080  
(972) 889-3937*

The Subject Student Housing Project will help to mitigate both traffic and car accidents involving college-aged demo by bringing ~2,000 students within walking distance to the UT Dallas campus, removing the need to commute and reducing the chance for fatalities prevalent in this age group.

This land is the last vacant, privately owned land in this part of Richardson. We are truly witnessing the birth of a mini transit-oriented village in this area with the \$1 Billion Silverline DART project being built in the UTD lot within a 5-minute walk from the subject site. A university with over 35,000 students in a short few year will need this master plan student housing project to de-compress the traffic and help to transition it from a “commuter” school to a residential campus.

The Subject Student Housing Project’s walkable/biking location to both UTD campus and the new DART Silver Line stop will reduce the need for driving and parking, increase use of public transit, reduce air pollution from vehicles, and promote health and wellness lifestyle. The location will provide students with convenient access to top-tier education, shopping, dining, entertainment, and the airport without using a car.

In addition we will make a double impact on the traffic, because not only will 1,500-2,000 cars a day less will be driving -to school from all areas around the metro area, but also an additional 1,500 cars will not be coming to this location if it were to be a business park in the future. SO, IT’S A DOUBLE IMPACT as we absorb take current 1,500-2,000 car traffic off the road from students and block the future 1,500 plus cars coming to this center for an office project.

Additionally, the Project will provide significant amount of secure bike parking, along with bike repair and bike cleaning stations for residents. This promotes both reduction in car pollution and healthy lifestyle of the students, freeing up both parking needs at the Project and parking on campus.

Traffic is what all residents like to see reduced...that translates to:

- 1) Over 100 years, many lives will be saved from accidents. This will include many residents of Richardson.
- 2) Richardson residents and UTD students will spend less time waiting in traffic.
- 3) Cleaner air with reduced fossil fuels and reduced greenhouse effect over a 100-year time span is something to be proud of. Global warming prevention cannot get better than by removing cars off the road and replacing them with walking.
- 4) Reduced usage of city resources on accidents, police work, road construction, road expansion will save the city money.
- 5) More efficient use of the Billion-dollar Silver line being built in front of this land.
- 6) Increased security and safety on this student housing in comparison to the older units and single-family homes currently rented to students.
- 7) Cost reduction simply by spending less gas money and having more time to study. Being efficient in time will increase academic performance.

# *The M Lasik Center*

*Michael Mazaheri, MD  
670 W. Campbell Rd. Ste 100  
Richardson, TX 75080  
(972) 889-3937*

9) We know as it stands UTD will only build a total of 8,700 units (only 25% of total enrollment) as their final number, leaving approximately 27,000 students looking for off-campus housing in nearby neighborhoods and older units.

10) The buildings will be owned by the finest developers in the US. I used a great legal firm to help me choose the best fit developers. Many months of research were devoted to our choices.

11) Cleaner air starts with our choices that eliminate cars and ultimately reducing air pollution that kills 5 million people a year starts with these minds set evolutions.

12) As for the residents I spoke with, they see the immediate positive in traffic reduction....I am still looking for a Negative in this project .On that end I called every office building in the vicinity and I can tell you that most are looking for tenants and the new office building built on Waterview a few years ago at 240,000 sq feet sits empty looking for a tenant.

13) These projects are not Tax exempt and will be paying taxes to the city over their lifetime.

14) The Project will add another employer for the city and the building process will help contractors with more projects. This will be a Boost to our post Covid economy. People will be shifting to do home office in this new era which would mean less aggressive office building developments. We have an oversupply of office spaces already. .

This project can lead to less cost of city operation, less cars on the roads (double impact up to 3,000 less cars a day), and long-term traffic impact that will mean a better Richardson.

By designing the future of a city, good decisions can save lives in so many ways. Each accident prevented by traffic reduction is a potential life saved. Every little reduction in pollution is a reduction in cancers. The value of the evolution of a city is appreciated and realized in the future.

After all these years, I really cannot take credit for saving any lives, despite being the most experienced eye trauma surgeon in Dallas metroplex. BUT what does save lives is what YOU are doing: Planning a better city, as its impact is at massive scale for the future generations.

Best Regards,

  
Michael Mazaheri, MD

# *The M Lasik Center*

*Michael Mazaheri, MD  
670 W. Campbell Rd. Ste 100  
Richardson, TX 75080  
(972) 889-3937*

## **Appendix - Supplemental Data and Sources:**

Dallas-FW market ranks 3rd worst in traffic congestion in Texas, as well as 35th in the U.S. and top 300 in the world. (Dallas CultureMap 2019: <https://dallas.culturemap.com/news/city-life/06-10-19-most-traffic-congested-cities-world-ranking-tomtom-index/> )

Dallas-FW drivers commute to work an average of 24 miles daily, with cities in the Metroplex having some of the slowest commutes in the entire state. (WFAA Dallas News 2020: <https://www.wfaa.com/article/traffic/when-it-comes-to-safety-dallas-isnt-the-best-or-worst-city-for-drivers/287-9d4baae-3273-4dc2-b39a-d2593c555049> )

Additionally, the population of super-commuters driving more than 90 minutes a day in Dallas has grown 27% in the last 8 eight years. (WFAA Dallas News 2019: <https://www.wfaa.com/article/news/local/90-minutes-a-day-heres-where-the-super-commuter-population-is-growing-fastest-in-north-texas/287-0a47f87a-ac72-4efc-8c27-394a4e4f1464> )

Allstate's best drivers report found Dallas falls in the bottom 15% of cities for safe-driving records, based on its analysis of 200 major cities. Dallas drivers are about 46% more likely to get into a wreck than the average U.S. driver, the study found. (Dallas Morning News 2019: <https://www.dallasnews.com/business/autos/2019/06/26/study-drivers-are-46-more-likely-to-get-into-accidents-on-dallas-roads-than-the-rest-of-the-u-s/> )

Dallas had the 5th most accidents in Texas in 2019 a 3% increase from 2018. Dallas has the 5th highest rate of fatal traffic accidents among the 25 largest U.S. cities. (NBCDFW 2019: <https://www.nbcdfw.com/news/local/dallas-ranks-among-top-in-us-for-fatal-crashes-report/273443/> )

The College-aged population represents the largest demographic involved in crashes and fatal car accidents in Texas. Per the Texas Department of Transportation, drivers 19-21 years old had the highest number of crashes compared to drivers in other age groups. (Texas Car Accident Stats 2018: <https://flemingattorneys.com/blog/statewide-texas-car-accident-statistics-infographic/> )

Other cities across the country are changing code requirements to promote healthier environments, wellness, and more efficiency through encouraging less car usage and more biking and car sharing, as stated below:

- The city of Austin, Texas, amended its zoning code to reduce minimum off-street parking requirements by “twenty (20) spaces for every car-sharing vehicle provided in a program that complies with its requirements. (Urban Land 2019)
- Gainesville, Florida – home to UF, recently changed code in most areas within 1 mile from campus to having zero minimum parking requirement.
- The City of Buffalo, New York, eliminated minimum parking requirements throughout the city in 2017. (Urban Land 2018)
- In 2018, Cincinnati overwhelmingly voted to eliminate mandatory parking requirements in downtown neighborhoods (NextCity 2018)
- Portland has parking maximums and no minimums
- Billings, Boise, Fort Collins, and Fargo eliminated their downtown parking minimums
- At least 100 cities have discussed or have already removed minimum parking (Strong Towns 2018)



# Notice of Public Hearing

## City Plan Commission

An application has been received by the City of Richardson for a:

### PLANNED DEVELOPMENT

**File No.** ZF 20-13  
**Applicant** Rusty Glover, BGE Inc.  
**Location:** (See map on reverse side)  
**Request:** **ZF 20-13 PD Planned Development – UTD Student Housing Village:**  
Consider and act on a request to change the zoning on 10.03 acres between President George Bush Highway and Waterview Parkway, east side of Frankford Road from TO-M Technical Office and PD Planned Development for TO-M Technical Office for two (2) limited service hotels to PD Planned Development for the A-950-M Apartment District with modified development standards to allow a 5-story, 242 unit, 800 bed, multi-family development. *Property Owner: Mehrdad Mazaheri, George Bush Highway Investments LLC And Shailesh Vora, DFW Hospitality Plano & Richardson. Staff: Sam Chavez*

The City Plan Commission will consider this request at a public hearing on:

**TUESDAY, NOVEMBER 17, 2020**  
**7:00 p.m.**  
**City Council Chambers**  
**Richardson City Hall, 411 W. Arapaho Road**  
**Richardson, Texas**

*DUE TO SOCIAL DISTANCING, SEATING IN THE COUNCIL CHAMBERS WILL BE LIMITED. MEMBERS OF THE PUBLIC ARE ENCOURAGED TO WATCH CITY PLAN COMMISSION MEETINGS ONLINE OR ON CABLE.*

*This notice has been sent to all owners of real property affected by the zoning request who are within 200 feet of the request; as such ownership appears on the last approved city tax roll.*

**Process for Public Input:** Individuals attending the meeting in person will be allocated a maximum of 5 minutes to address the City Plan Commission to express whether they are in favor or oppose the request.

Persons not attending the meeting who would like their views to be made a part of the public record may send signed, written comments, referencing the file number above, prior to the date of the hearing to: Dept. of Development Services, PO Box 830309, Richardson, TX 75083 or by utilizing the Public Comment Card at <https://www.cor.net/PublicCommentForm>.

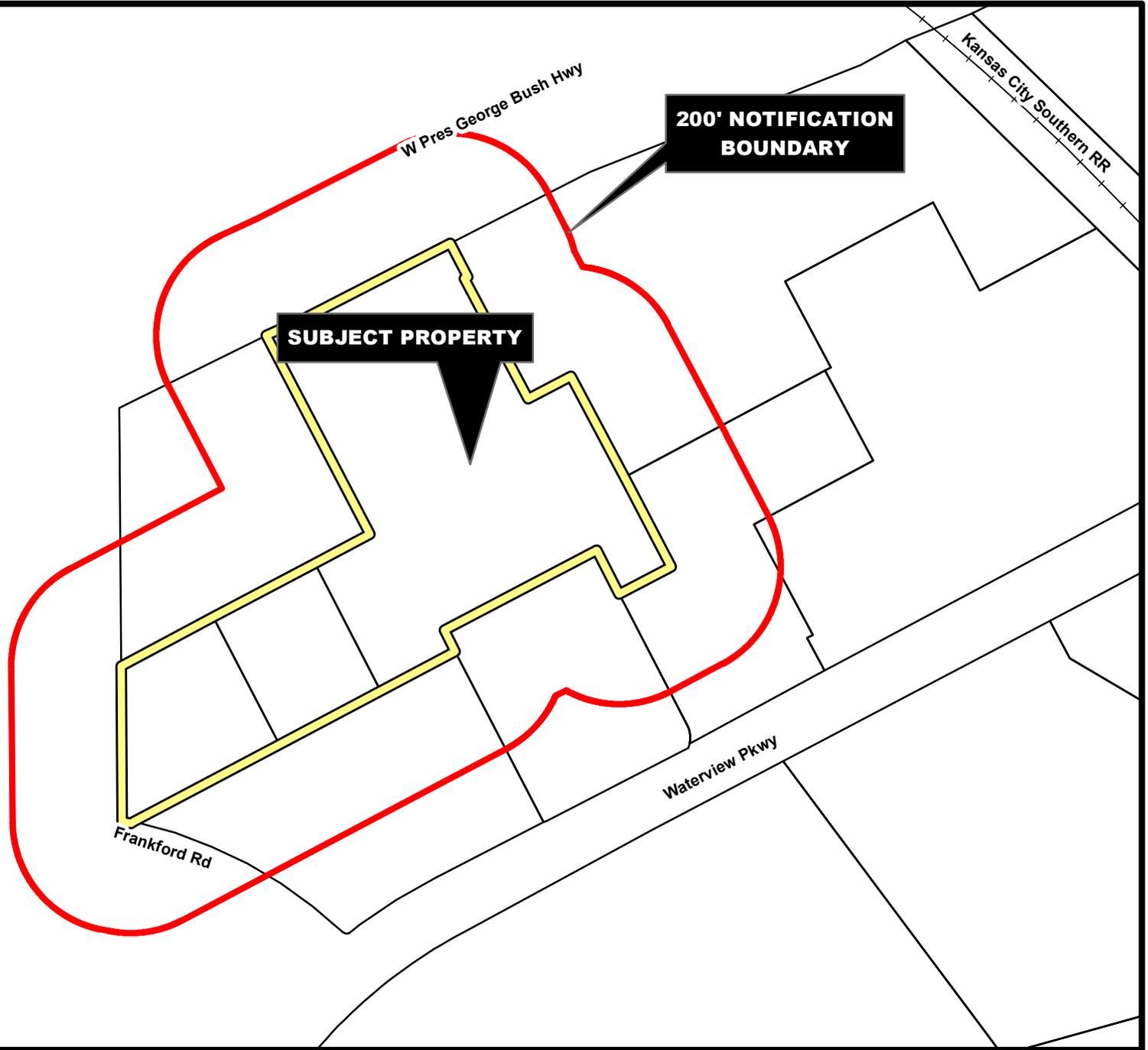
*The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions or recommend denial. Final approval of this application requires action by the City Council.*

**Agenda:** The City Plan Commission agenda for this meeting will be posted on the City of Richardson website the Saturday before the public hearing. For a copy of the agenda, please go to: <http://www.cor.net/index.aspx?page=1331>.

For additional information, please contact the Dept. of Development Services at 972-744-4240 and reference Zoning File number ZF 20-13.

Date Posted and Mailed: November 6, 2020.

**ZF 20-13**



**ZF 20-13 Notification Map**  
**PD Planned Development**  
**UTD Student Housing Village**

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



CIO 190 LIMITED PARTNERSHIP  
8150 N CENTRAL EXPY STE 1255  
DALLAS, TX 752061985

GRANITE 190 CENTER LTD  
5601 GRANITE PKWY STE 1200  
PLANO, TX 75024

DFW HOSPITALITY PLANO & RICHA  
ATTN: DR SHAILESH VORA  
2508 SAM SCHOOL RD  
SOUTHLAKE, TX 76092

CIO 190 LIMITED PARTNERSHIP  
8150 N CENTRAL EXPY STE 1255  
DALLAS, TX 752061985

EMINENT MEDICAL CENTER LLC  
18484 PRESTON RD STE 102-333  
DALLAS, TX 752525474

DFW HOSPITALITY PLANO & RICHA  
ATTN: DR SHAILESH VORA  
2508 SAM SCHOOL RD  
SOUTHLAKE, TX 76092

TST RICHARDSON IRF LLC  
1000 URBAN CENTER DR STE 675  
VESTAVIA, AL 352422571

GEORGE BUSH HIGHWAY INVESTMENT  
670 W CAMPBELL RD STE 100  
RICHARDSON, TX 750803395

**ZF 20-13**

Correspondence Received

UTD Student Housing Village – ZF 20-13

Correspondence Opposed – 2

Correspondence Neutral - 2

**From:** [donotreply@enotify.visioninternet.com](mailto:donotreply@enotify.visioninternet.com)  
**To:** [Connie Ellwood](#); [Sam Chavez](#); [Michael Spicer](#)  
**Subject:** CPC Public Meeting Comment Card  
**Date:** Tuesday, October 20, 2020 3:38:26 PM

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A new entry to a form/survey has been submitted.

**Form Name:** City Plan Commission Public Meeting Comment Card  
**Date & Time:** 10/20/2020 3:38 PM  
**Response #:** 15  
**Submitter ID:** 16973  
**IP address:** 2600:1700:3f72:8510:2007:2824:d2f9:19a2  
**Time to complete:** 5 min. , 10 sec.

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### Survey Details

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#### Page 1

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**Meeting Date:**

10/20/2020

**Do you plan to attend the meeting and speak before the City Plan Commission?**

(o) No

**Meeting Calendars:** [City Plan Commission](#)

**Contact Information**

**Name:** Warren Caldwell  
**Address:** 2014 Sandy Trail  
**City:** Richardson  
**ZIP:** 75080  
**PHONE:** (972) 814-0400  
**EMAIL:** warren@homesnorthtexas.com

**Please identify the group or organization you represent, if any:**

Canyon Creek HOA

**Please indicate if you are representing the applicant for a zoning case or item on the agenda:**

Not answered

#### Page 2

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**VISITORS SECTION: This is an opportunity to submit comments on any topic that is not scheduled for a public hearing or an item that is not on the agenda.**

**I would like to comment during the:**

Public Hearing Item/Zoning File

**Page 3**

**Page 4**

**Public Hearing Item/Zoning File Section**

**Select Your Position on this Item (Required):**

Opposed to this Item

**Public Hearing Item Comments:**

Statement from the Canyon Creek Homeowner's Association Regarding the Proposed Re-Zoning of the Conceived AltaTerra Student Housing Development at 190.

Thank you for the opportunity to issue a public statement concerning the position of the Canyon Creek Homeowner's Association.

We are appreciative of the Property Owner and Developer's respectful efforts to educate us as to the nature of the re-zoning and proposed development. As the largest HOA in Richardson, we have quite a large number of constituents who depend on us to remain informed and engaged on their behalf. There have been a few recent developments proximate to our neighborhood where representations were made that did not match up with the end result so we are understandably alert and a bit wary.

From the sole perspective of our neighborhood, we see the impact on us to be minimal due to the distance between the subject property and our boundaries. That said, we have an obligation to consider the City as a whole and our neighborhood's relationship with the University.

In theory, student housing proximate to a University should result in a net minus to traffic on the arterial roads. In practice, we have some concerns that there does not seem to be a plan in place to route pedestrian and two-wheel traffic between the proposed development and the University of Texas at Dallas. Also, the distance between the two is sufficient to likely to cause a continued increase in City traffic making the project more akin to commuter housing rather than student housing.

We also have some questions going forward about the possibility of increased reliance on distance learning given our recent experience with the global pandemic. Suddenly, is it cast in stone that the future of Richardson necessarily includes large and dense housing developments when the bywords of the day are "social distancing"? The same question may be asked of large corporate campuses as well.

But the largest point of consideration is our neighborhood and our City's relationship with UTD. The City of Richardson, Texas Instruments and UTD have been inextricably linked in a symbiotic relationship for a

period spanning many decades.

The Canyon Creek Homeowner's Association is in a partnership with UTD that will last 100 years. We have not seen evidence that the proposed re-zoning and subsequent project own the support of UTD. There are active on-campus housing projects underway and sources suggest an occupancy rate below 100 percent in existing student housing. In addition, the height and density of the project are concerning.

If the owner and developers can produce a plan that will earn the stamp of approval from UTD, the Canyon Creek Homeowner's Association will be amenable to hearing solutions to the lesser points of consideration. However, absent the sign of overt support from our University Partners, we must issue our opposition to the re-zoning of this parcel.

(o) Please submit my comments for this meeting. Public comments submitted by 5 pm on the date of the meeting will be provided and included for the record.

Thank you,  
**Richardson, TX**

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# ZF 20-13

**From:** [donotreply@enotify.visioninternet.com](mailto:donotreply@enotify.visioninternet.com)  
**To:** [Connie Ellwood](#); [Sam Chavez](#); [Michael Spicer](#)  
**Subject:** CPC Public Meeting Comment Card  
**Date:** Tuesday, October 20, 2020 4:36:48 PM

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A new entry to a form/survey has been submitted.

**Form Name:** City Plan Commission Public Meeting Comment Card  
**Date & Time:** 10/20/2020 4:36 PM  
**Response #:** 16  
**Submitter ID:** 16974  
**IP address:** 129.110.242.5  
**Time to complete:** 42 min. , 25 sec.

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## Survey Details

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### Page 1

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**Meeting Date:**

10/20/2020

**Do you plan to attend the meeting and speak before the City Plan Commission?**

No

**Meeting Calendars:** [City Plan Commission](#)

**Contact Information**

**Name:** Dr. Calvin Jamison  
**Address:** 800 West Campbell Road  
**City:** Richardson  
**ZIP:** 75080  
**PHONE:** Not answered  
**EMAIL:** [cjamison@utdallas.edu](mailto:cjamison@utdallas.edu)

**Please identify the group or organization you represent, if any:**

University of Texas at Dallas

**Please indicate if you are representing the applicant for a zoning case or item on the agenda:**

No in opposition 20-13 UTD Student Housing Village

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### Page 2

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**VISITORS SECTION: This is an opportunity to submit comments on any topic that is not scheduled for a public hearing or an item that is not on the agenda.**

**I would like to comment during the:**

Public Hearing Item/Zoning File

**Page 3**

**Page 4**

**Public Hearing Item/Zoning File Section**

**Select Your Position on this Item (Required):**

Opposed to this Item

**Public Hearing Item Comments:**

On behalf of the University of Texas at Dallas, I am submitting a public comment to make clear that UT Dallas does NOT currently support the request for zoning file 20-13- PD Planned Development for what has been listed as a "UTD Student Housing Village" by staff and applicant/property owner Rusty Glover, BGE, Inc./ Mehrdad Mazaheri , MD, George Bush Highway Investments, LLC. The University has currently undergone a period of great growth over the past decade as it relates to the construction of primarily student housing both on campus as well as adjacent to the campus. Increasing from 2500 to over 8100 beds by the fall of 2021, partly through a partnership with the business entity who currently owns the Northside Apartment properties.

Especially considering the financial constraints that the COVID-19 pandemic has inflicted on our UT Dallas campus community, it is imperative that we ensure the financial health of UT Dallas, which is a pillar of the Richardson community. We recommend in the strongest terms that UT Dallas should be able to focus on filling the existing and upcoming housing that has already been planned, approved and supported both by the University as well as its surrounding communities and homeowners associations. As UT Dallas continues to experience unprecedented growth in the next 6 - 10 years, UT Dallas would be happy to reconsider support for such an entity. However, now, is not the time to proceed with this proposal. UT Dallas encourages the Richardson City Plan Commission to reject the request for rezoning to student housing at this time. Thank you in advance for your consideration.

Regards,  
Dr. Calvin D. Jamison  
Vice President for Facilities & Economic Development  
The University of Texas at Dallas

Please submit my comments for this meeting. Public comments submitted by 5 pm on the date of the meeting will be provided and included for the record.

Thank you,  
**Richardson, TX**

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# ZF 20-13

**From:** [donotreply@enotify.visioninternet.com](mailto:donotreply@enotify.visioninternet.com)  
**To:** [Connie Ellwood](#); [Sam Chavez](#); [Michael Spicer](#)  
**Subject:** CPC Public Meeting Comment Card  
**Date:** Tuesday, October 20, 2020 2:03:45 PM

---

A new entry to a form/survey has been submitted.

**Form Name:** City Plan Commission Public Meeting Comment Card  
**Date & Time:** 10/20/2020 2:03 PM  
**Response #:** 14  
**Submitter ID:** 16972  
**IP address:** 108.178.102.194  
**Time to complete:** 23 min. , 2 sec.

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## Survey Details

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### Page 1

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**Meeting Date:**

10/20/2020

**Do you plan to attend the meeting and speak before the City Plan Commission?**

No

**Meeting Calendars:** [City Plan Commission](#)**Contact Information**

**Name:** Eric Courtney  
**Address:** 1351 W. George Bush Highway  
**City:** Richardson  
**ZIP:** 75080  
**PHONE:** (469) 910-8866  
**EMAIL:** [ecourtney@eminentmedicalcenter.com](mailto:ecourtney@eminentmedicalcenter.com)

**Please identify the group or organization you represent, if any:**

Eminent Medical Center, LLC

**Please indicate if you are representing the applicant for a zoning case or item on the agenda:**

No

### Page 2

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**VISITORS SECTION: This is an opportunity to submit comments on any topic that is not scheduled for a public hearing or an item that is not on the agenda.**

**I would like to comment during the:**

Public Hearing Item/Zoning File

**Page 3**

**Page 4**

**Public Hearing Item/Zoning File Section**

**Select Your Position on this Item (Required):**

Neutral

**Public Hearing Item Comments:**

- 1) With an 800 bed apartment complex how will the road that runs along our East (Connects WGBH and Waterview Pkwy) be changed to allow for the significant increase in traffic? The current entrance is constantly being destroyed by 18 wheelers.
- 2) How will parking (construction phase and completion) affect the flow of traffic to and from Eminent Medical Center? We have a 24 hour ER and ambulances and walk-in patients must have a clear path to the ER 24/7. We can't have construction trucks and students blocking the roads.

Please submit my comments for this meeting. Public comments submitted by 5 pm on the date of the meeting will be provided and included for the record.

Thank you,  
**Richardson, TX**

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*Cottonwood Creek Civic Association*

To whom it may concern:

We, the Board of the Cottonwood Creek Civic Association, wish to amend a prior statement regarding Zoning Applications 2013-13 and 2013-14. This letter shall serve as our statement for both zoning applications as we view them as one project.

The Cottonwood Creek Civic Association (CCCA) is an all-volunteer organization chartered to represent and act as the spokesman for the property owners of Cottonwood Creek Estates and to be a speaking power to the builders and developers of the community. Membership in this association is non-mandatory and largely exists as an advocate for the betterment of our entire neighborhood community. Membership in the CCCA is open to all residents of Dallas and Collin Counties residing in Cottonwood Creek Estates, and funding supports neighborhood-focused social activities, beautification, and communications.

Throughout our existence, we have maintained a positive relationship with our larger neighbors, including the University of Texas at Dallas (UTD) as well as the Canyon Creek neighborhood and City of Richardson. We believe that our respective intentions for the betterment of the community are well-aligned.

At this time, CCCA recognizes a conflict of interest with regard to these zoning applications. Dr. Mazaheri is the land owner associated with these zoning applications and has resided in Cottonwood Creek Estates for over a decade. Conversely, representatives from UTD and other neighborhood associations have questioned and opposed the proposed developments put forth by Dr. Mazaheri. In an effort to maintain our relationship with both parties, CCCA remains neutral in this matter.

While CCCA remains neutral in this matter, we unequivocally believe in the City of Richardson's staff, elected officials and public hearing processes to ensure that the interests of our individual neighborhood residents, the applicant, and the greater community are considered.

If there are additional questions or requests regarding this matter, please let us know.

Sincerely

The Board of the Cottonwood Creek Civic Association

A background map showing property lines, lot numbers, and street names. Lot 20 is at the top with address 3801 and area 531.10. Lot 21 is in the middle with address 3713 and area 3713. Lot 22 is at the bottom with address 3709 and area 3709. A street named 'COURT' runs diagonally across the middle. Another street named 'LEDGESTON' is visible at the bottom. Various measurements in feet are scattered throughout the map.

# Agenda Item 3

Zoning File 20-20:  
Indoor Pickleball

## **ZONING FILE 20-20**

### **Attachments:**

1. Staff Report
2. Zoning Map
3. Aerial Map
4. Zoning Exhibit (Exhibit "B")
5. Interior Floor Plan
6. Applicant's Statement
7. Notice of Public Hearing
8. Notification List



**TO:** City Plan Commission  
**FROM:** Daniel Harper, Senior Planner-Planning *DH*  
**DATE:** November 17, 2020  
**RE:** Zoning File 20-20: Special Permit – Indoor Pickleball

### REQUEST

Approval of a Special Permit for an indoor pickleball facility with modified development standards and revocation of Ordinance 3853-A (Special Permit for an indoor soccer facility) located at 1000 Hampshire Lane.

### APPLICANT/ PROPERTY OWNER

Clint Keller, Indoor Pickleball, LLC / Claudia Gordillo, Dallas Soccer Center

### EXISTING DEVELOPMENT

18,600-square foot building most recently occupied as an indoor soccer facility.

### ADJACENT ROADWAYS

**W. Arapaho Road:** Six-lane, divided arterial; 30,900 vehicles per day on all lanes, eastbound and westbound, west of Hampshire Lane (September 2019).

**Hampshire Lane:** Two-lane, undivided local street; no traffic counts available.

### SURROUNDING LAND USE AND ZONING

**North:** Dog Daycare Facility /C-M Commercial  
**South:** Office/ O-M Office  
**East:** Retail Commercial / C-M Commercial  
**West:** Office / O-M Office

## FUTURE LAND USE PLAN

### Enhancement/Redevelopment

*These are areas where reinvestment and redevelopment are encouraged. Further study may be necessary to understand the full potential for redevelopment. This property is in the West Arapaho enhancement/redevelopment area. Enhancement/redevelopment should include residential uses such as duplexes, townhomes, or senior housing with a focus on better serving the office and retail needs of the surrounding neighborhoods.*

### Future Land Uses of Surrounding Area:

North: Enhancement/Redevelopment

South: Enhancement/Redevelopment

East: Enhancement/Redevelopment

West: Enhancement/Redevelopment

## EXISTING ZONING

C-M Commercial per Ordinance Number 106-A.

## TRAFFIC/INFRASTRUCTURE IMPACTS

The requested Special Permit will not have any significant impacts on the existing utilities or traffic in the area. A Traffic Impact Analysis was not required.

## STAFF COMMENTS

### Background:

The 18,600-square foot building has previously been occupied with several indoor sports-related uses. Below is a brief history of the uses that have occupied the building:

- 1982 – A Special Permit (Ordinance 2323-A) for an indoor soccer facility was issued to Soccer Palace, Inc., for a period not to exceed two (2) years.
- 1987 – Another Special Permit (Ordinance 2601-A) for an indoor soccer facility was issued to Soccer Palace, Inc., for a period not to exceed two (2) years.
- 1989 – A Special Permit (Ordinance 2733-A) for an indoor amusement center (batting and pitching cages) was issued and included alternate parking ratios for the use based on the area of the building being used for cages, restaurant, retail, office and number of employees. The Special Permit was not limited to a specific operator and did not provide a time limit.
- 1994 – A Special Permit (Ordinance 2992-A) for an inline hockey arena was issued to Charles Billera and included alternate parking ratios for the use based on the area of the building being used for rink use (based on number of players and referees), concession areas, retail, office and number of employees. The ordinance also revoked the previous Special Permit granted in Ordinance 2733-A.

- 2012 - A Special Permit (Ordinance 3853-A) for an indoor soccer facility was issued and included alternative parking ratios based on the facility being used for field use, concession areas, office and number of employees. The ordinance also revoked the previous special permit granted in Ordinance 2992-A.

**Request:**

The current Special Permit was limited to an indoor soccer facility; therefore, the applicant is requesting to revoke the previous Special Permit (Ordinance 3853-A) and that a new Special Permit be approved for an indoor pickleball facility. Other than a few minor changes to the interior of the building which includes the addition of six pickleball courts (See Interior Floor Plan), no exterior building modifications are planned.

Pickleball is a paddleball sport that combines elements of badminton, table tennis, and tennis. Players use solid paddles made of wood or composite materials to hit a perforated polymer ball, much like a wiffleball, over a net. The sport shares features of other racquet sports: the dimensions and layout of a badminton court, and a net and rules somewhat similar to tennis.

The applicant intends to use the site for indoor pickleball league play on the weekends as well as drop-in play Monday through Friday. The facility will be open from 8:00 am to 9:00 pm Monday through Friday and 9:00 am to 9:00 pm on Saturday and Sunday. The facility will also provide clinics, lessons, a junior’s program and tournaments. Six (6) juniors’ clinics will be held per year with participates ranging from ages 12 to 18 years old with class sizes of 36 participants. The applicant has indicated that the facility will also host monthly tournaments (12 tournaments per year) on weekend dates.

The court area has enough space for six courts. The applicant has indicated that they will most likely begin with three courts and expand to six courts once they have been established. Below is a description of the existing conditions at 1000 Hampshire Lane:

- Building Size: approximately 18,600 square feet.
- Setbacks: The required setback is forty (40) feet along Hampshire Lane. The building meets the setback.
- Landscaping Percentage: 7% required / 4.0% existing. The applicant is proposing to maintain the site as is and will not change the design of the site.
- Number of Parking Spaces: 61 required (per proposed parking ratio); 67 spaces existing.

The applicant is proposing an alternative parking ratio for the site using the similar ratios that were approved with the previous Special Permit for the indoor soccer facility as shown below which includes an increase in the number of parking spaces for court use:

Use	Ratio	Spaces Required
Court Use	1 space per player and additional 4 spaces per court	48
Concession Area	1 space per 100 square feet	6
Pro Shop	1 space per 333 square feet	1
Office	1 space per 250 square feet	1
Employees	1 space per employee	5
<b>Total Required</b>		<b>61</b>

Based on the number of players per game, the maximum number of players at the facility would be achieved when there are six (6) courts, each accommodating a 2-on-2 game for a total of twenty-four (24) players plus additional spaces to accommodate teams waiting for time on the courts. The sixty-one (61) parking spaces includes one (1) space for each player playing, one (1) space for each player waiting for the next game on each of the six (6) courts as well as spaces for the concession area and employees.

The most applicable parking ratio for the subject use is the parking ratio for a tennis, racquetball or squash facility at six (6) spaces per court. This ratio would require a total of thirty-six (36) spaces while the applicant is proposing a parking ratio of eight (8) spaces per court with additional parking spaces for other uses in the facility. The property has had no reported history of parking issues in the past with similar indoor recreational uses.

**Motion:** The Commission will be making a recommendation to the City Council regarding this request. The Commission may approve the request, add or amend conditions, or recommend denial of the request.

Should the CPC accept the applicant’s request as presented, the motion should include the following special conditions:

- 1) Ordinance 3853-A shall be repealed in its entirety.
- 2) The Special Permit for an indoor pickle ball facility is limited to the area shown on the attached concept plan, attached as Exhibit “B” and made a part thereof and which is hereby approved. The special permit automatically terminates upon the change in ownership or operator, in accordance with Article XXII-A, Section 7 of the Comprehensive Zoning Ordinance, as amended.
- 3) A minimum 4% of the site shall be landscaped.
- 4) Required parking shall be calculated in accordance with the following ratios:

Use	Ratio	Spaces Required
Court Use	1 space per player and additional 4 spaces per court	48
Concession Area	1 space per 100 square feet	6
Pro Shop	1 Space per 333 Square feet	1
Office	1 space per 250 square feet	1
Employees	1 space per employee	5
<b>Total Required</b>		<b>61</b>

**Council Hearing Date:** The earliest possible City Council hearing date is December 14, 2020.

# ZF 20-20



## ZF 20-20 Zoning Map Special Permit Indoor Pickleball

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.



**ZF 20-20**

Kirby Ln

Opal Ln

N Lindate Ln

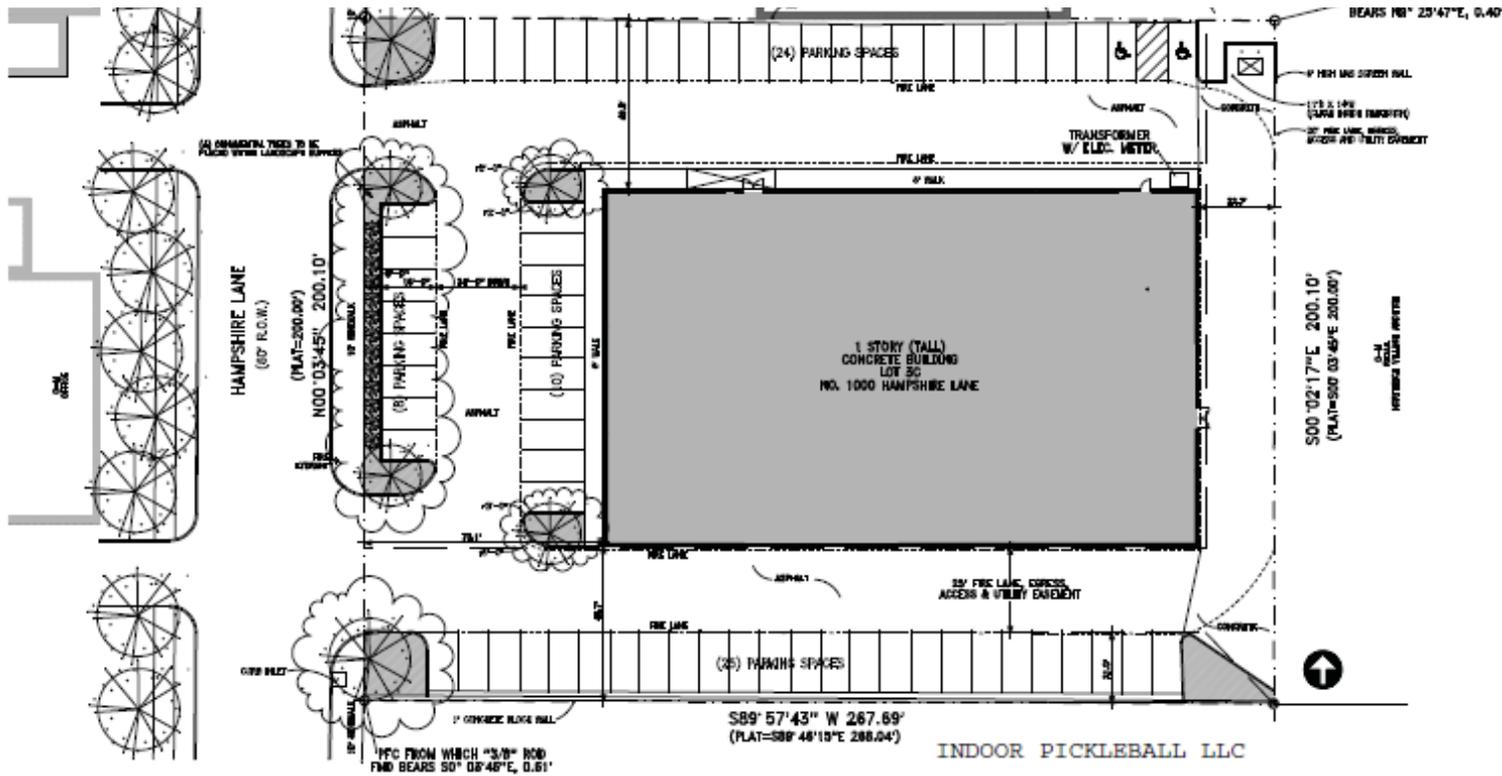
Hampshire Ln

**SUBJECT PROPERTY**

**ZF 20-20 Aerial Map**  
**Speical Permit**  
**Indoor Pickleball**

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INDOOR  
PICKLEBALL LLC

1000 HAMPSHIRE LANE,  
RICHARDSON, TX

INDOOR PICKLEBALL LLC

ISSUED FOR: DATE  
REVIEW  
PRICING  
ENGINEERING  
TAS REVIEW  
BID  
CONSTRUCTION

Owner: Dallas Soccer  
Center LLC  
Claudia Gordillo-  
Manager  
7514 Oakhurst Trail  
Garland, TX 75081  
469-878-2567  
claudia.g.gordillo@gmail.com

O-M OFFICE  
LOT 86, BLOCK 1  
HAMPSHIRE LANE OFFICE PARK

ZONING EXHIBIT "B"

1000 HAMPSHIRE LANE, RICHARDSON, TX

INDOOR PICKLEBALL LLC

LEGEND:  
 ACCESSIBLE PARKING STALL

APPLICANT- CLINT KELLER  
7214 RUTGERS DRIVE  
DALLAS, TX 75214  
469-222-4585

1000 HAMPSHIRE LANE, RICHARDSON, TX



Use	Ratio	Spaces Required	Project Summary
Court Use	1 space per player and additional 4 spaces per court	48	Ex. Zoning: O-M Office per Ord. 106-A
Concession Area	1 space per 100 square feet	6	Proposed Zoning: Special Permit - Indoor Pickleball
Pro Shop	1 Space per 333 Square feet	1	Setback: Front - 40'
Office	1 space per 250 square feet	1	Property Summary:
Employees	1 space per employee	5	Lot Area: 1.23 Acres / 53,508 sf
<b>Total Required</b>		<b>61</b>	Building Area: 18,600 sf
<b>Total Provided</b>		<b>67</b>	Landscaping: 7% Required / 4% Existing
			Floor Area Ratio: 0.35:1 / 0.6:1 Allowed
			Building Height: 1-Story / 20'

Court use includes 1 space per player playing plus 4 players at each court waiting for next game 4 players per court 2v2

SITE PLAN/  
ZONING EXHIBIT

10-05-20 1"=20'-0"

DESIGN BY: JSH CHECKED BY: MKC

DATE: 10/5/20

PROJECT NO: 0964-1001-10

SHEET NO: S1.01

DATE: 10/5/20

SCALE: 1"=20'-0"

©2012



Indoor Pickleball, LLC  
1000 Hampshire Lane  
Richardson, TX 75080

Leasee: Clint Keller  
[clintakeller@gmail.com](mailto:clintakeller@gmail.com)  
469-222-4585

Overview:

- 8am - 9pm (Monday - Friday) & 9am - 9pm (Saturday - Sunday)
- 6 Pickleball Courts
- 3 full time employees
- 1-2 part time for the weekends
- 50-60 customers in facility at any given time
- 67 Parking Spaces needed maximum (Handicap Accessibility ADA approved)
  - 24 players on 6 courts playing (24 spaces)
  - 4 players per court waiting to get in (24 spaces)
  - 5 full time/part employees (5 spaces)
  - 14 people in Concession area/stadium seating/Concessions (14 spaces)
- Monthly League Play - 40 people
- Drop-in Play Monday - Friday (50 people in facility)
- Court Reservation + Clinics + Lessons + Junior Program + Tournaments
- Alcohol sales in the concession area (beer and wine only)
- Pro shop + trophy presentation room + original bleachers/stadium seating
- Small, pre-packaged snacks (no kitchen required/grease trap/ventilation)
- The first and only premiere indoor pickleball facility in the southern United States



Indoor Pickleball is the premiere indoor pickleball facility in the southern United States with 6 courts measuring 28x60 (10,080 sq ft). Our main goals are to provide our core players with a facility to train, compete and enjoy the game. We are also in business to promote the game to new players and provide them with clinics, lessons, leagues, and tournaments to help introduce them to the game of pickleball and others in the community. We will offer private court reservations, open play opportunities and several tournaments/leagues throughout the year. Our target demographic is men and women over the age of 16.



# Notice of Public Hearing

## City Plan Commission

An application has been received by the City of Richardson for a:

### SPECIAL PERMIT

**File No.** ZF 20-20  
**Applicant** Clint Keller, Indoor Pickleball, LLC  
**Location:** (See map on reverse side)  
**Request:** **ZF 20-20 Special Permit – Indoor Pickleball:** Consider and act on a Special Permit request for an indoor pickleball facility on 1.23 acres located at 1000 Hampshire Lane, south of W. Arapaho Road, on the east side of Hampshire Lane, currently zoned C-M Commercial with a Special Permit for an indoor soccer facility. *Property Owner: Claudia Gordillo. Staff: Daniel Harper*

The City Plan Commission will consider this request at a public hearing on:

**TUESDAY, NOVEMBER 17, 2020**  
**7:00 p.m.**  
**City Council Chambers**  
**Richardson City Hall, 411 W. Arapaho Road**  
**Richardson, Texas**

*DUE TO SOCIAL DISTANCING, SEATING IN THE COUNCIL CHAMBERS WILL BE LIMITED. MEMBERS OF THE PUBLIC ARE ENCOURAGED TO WATCH CITY PLAN COMMISSION MEETINGS ONLINE OR ON CABLE.*

*This notice has been sent to all owners of real property affected by the zoning request and those who are within 200 feet of the request; as such ownership appears on the last approved city tax roll.*

**Process for Public Input:** Individuals attending the meeting in person will be allocated a maximum of 5 minutes to address the City Plan Commission to express whether they are in favor or oppose the request.

Persons not attending the meeting who would like their views to be made a part of the public record may send signed, written comments, referencing the file number above, prior to the date of the hearing to: Dept. of Development Services, PO Box 830309, Richardson, TX 75083 or by utilizing the Public Comment Card at <https://www.cor.net/PublicCommentForm>.

*The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions or recommend denial. Final approval of this application requires action by the City Council.*

**Agenda:** The City Plan Commission agenda for this meeting will be posted on the City of Richardson website the Saturday before the public hearing. For a copy of the agenda, please go to: <http://www.cor.net/index.aspx?page=1331>.

For additional information, please contact the Dept. of Development Services at 972-744-4240 and reference Zoning File number ZF 20-20.

Date Posted and Mailed: November 6, 2020

**ZF 20-20**

**200' NOTIFICATION  
BOUNDARY**

Kirby Ln

Hampshire Ln

Opal Ln

N Lindate Ln

**SUBJECT PROPERTY**

**ZF 20-20 Notification Map**

**Speical Permit  
Indoor Pickleball**

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PREMIER DIAMONDS INC DBA RA  
LBL FAMILY INVESTMENTS INC  
1011 HAMPSHIRE LN STE 100  
RICHARDSON, TX 75080

NORTHRICH PLAZA LTD  
7005 CHASE OAKS BLVD STE 20  
PLANO, TX 75025

PREMIER DIAMONDS INC DBA RA  
LBL FAMILY INVESTMENTS INC  
1011 HAMPSHIRE LN STE 100  
RICHARDSON, TX 75080

COOPER ROBERT E & MARGARET T  
1008 N LINDALE LN  
RICHARDSON, TX 75080

HOLLERS BLAKE & PATRICIA PLATKO  
1006 N LINDALE LN  
RICHARDSON, TX 75080

DALLAS SOCCER CENTER LLC  
7514 OAKHURST DR  
GARLAND, TX 75044

GEATER DOROTHY M  
1004 N LINDALE LN  
RICHARDSON, TX 75080

POPE CRAIG M  
1001 HAMPSHIRE LN  
RICHARDSON, TX 75080

FERNANDEZ ERWIN & MARY A FERNANDEZ  
1002 N LINDALE LN  
RICHARDSON, TX 75080

GARCIA GRETE  
1000 N LINDALE LN  
RICHARDSON, TX 750805109

PARDUE TWILIGHT PLAZA LTD STE 99  
508 TWILIGHT TRL  
RICHARDSON, TX 750808103

ECO SHARE CENTER LLC  
2929 N CENTRAL EXPRESSWAY #215  
RICHARDSON, TX 750802044

ATMP HOLDINGS LLC  
997 HAMPSHIRE LN  
RICHARDSON, TX 75080

MIGLICCO MEGAN L & WILLIAM  
906 N LINDALE LN  
RICHARDSON, TX 75080

BELL MATTHEW G  
520 TWILIGHT TRL  
RICHARDSON, TX 75080

ROBERTS JOAN  
522 TWILIGHT TRL  
RICHARDSON, TX 75080

HARDISON MARY ANNE  
524 TWILIGHT TRL  
RICHARDSON, TX 75080

MILLER THOMAS & SOPHIE  
526 TWILIGHT TRL  
RICHARDSON, TX 75080

ANDERSON KATHRYN LYNN  
528 TWILIGHT TRL  
RICHARDSON, TX 75080

DCM PROPERTIES LP  
1006 HAMPSHIRE LN  
RICHARDSON, TX 75080

DCM PROPERTIES LP  
1006 HAMPSHIRE LN  
RICHARDSON, TX 75080

**ZF 2020  
Indoor Pickleball  
Special Permit**