

# City of Richardson City Plan Commission Agenda Packet Tuesday, October 18, 2022

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**  
**TUESDAY, OCTOBER 18, 2022, AT 7:00 P.M.**  
**RICHARDSON ISD ADMINISTRATION BUILDING**  
**400 S. GREENVILLE AVENUE**  
**RICHARDSON, TX 75081**

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City Plan Commission Meetings will be held in the School Board Meeting Room at the Richardson ISD Administration Building. Members of the public may also watch City Plan Commission (CPC) meetings online (<https://www.cor.net/video>). **Cablecast viewing of CPC meetings for U-verse and Spectrum customers is temporarily unavailable due to a fire which damaged Richardson City Hall. Cablecast services will be restored as soon as possible.**

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: 6:00 P.M.** Prior to the regular business meeting, the City Plan Commission will meet with staff in Room 107 at the above listed address to receive a briefing on:

- A. Discussion of Regular Agenda items**
  - B. Staff Report on pending development, zoning permits, and planning matters**
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**REGULAR BUSINESS MEETING: 7:00 P.M. – SCHOOL BOARD MEETING ROOM**

**MINUTES**

1. **Approval of minutes of the regular business meeting of October 6, 2022.**

**PUBLIC HEARING**

2. **Zoning File 22-11 – Planned Development – Waterview Mixed-Use:** Consider and act on a request to rezone approximately 13.03 acres located between Waterview Parkway and President George Bush Highway, east of Frankford Road, from TO-M Technical Office and PD Planned Development to PD Planned Development to allow development of up to 511 apartment and live/work units, a limited service hotel, and up to 19,000 square feet of retail space. *Property Owner: Mehrdad Mazaheri, George Bush Highway Investment, LLC and Affordable Space Rental 2018. Staff: Chris Shacklett.*

**ADJOURN**

I HEREBY CERTIFY THAT THE ABOVE AGENDA WAS POSTED ON THE BULLETIN BOARD AT CITY HALL AND AT THE RICHARDSON ISD ADMINISTRATION BUILDING ON OR BEFORE 5:30 P.M., FRIDAY, OCTOBER 14, 2022.

\_\_\_\_\_  
CHRIS SHACKLETT, ASST. DIRECTOR OF  
DEVELOPMENT SERVICES – PLANNING

ACCOMMODATION REQUESTS FOR PERSONS WITH DISABILITIES SHOULD BE MADE AT LEAST 48 HOURS PRIOR TO THE MEETING BY CONTACTING THE ADA COORDINATOR, VIA PHONE AT (972) 744-0908 OR VIA EMAIL AT [ADACoordinator@cor.gov](mailto:ADACoordinator@cor.gov)

PURSUANT TO SECTION 46.03, PENAL CODE (PLACES WEAPONS PROHIBITED), A PERSON MAY NOT CARRY A FIREARM OR OTHER WEAPON ON THIS PROPERTY. \*

FOR THE PURPOSE OF THIS NOTICE "PROPERTY" SHALL MEAN THE RICHARDSON ROOM AND/OR COUNCIL CHAMBERS OR ANY OTHER ROOM WHERE A MEETING SUBJECT TO AN OPEN MEETING UNDER GOVERNMENT CODE CHAPTER 551 OF THE RICHARDSON CITY PLAN COMMISSION IS HELD.

A background map showing property lines, lot numbers, and street names. Lot 20 is at the top with a star symbol and '3801 Min. FF 531.10'. Lot 21 is in the middle with 'Detail C See Sketch 21 3713'. Lot 22 is at the bottom with '3709'. Street names include 'COURT' and 'LEDGESTON'. Dimensions like '10' D.E.', '16.97'', '157.07'', '103.09'', and '139.00'' are visible. A box with text is overlaid on the map.

# Agenda Item 1

Approval of the Minutes of the October 6, 2022  
City Plan Commission Meeting

**CITY OF RICHARDSON  
CITY PLAN COMMISSION MINUTES – OCTOBER 6, 2022**

The Richardson City Plan Commission met on October 6, 2022, at 7:00 p.m. in the Richardson ISD Administration Building, School Board Meeting Room, 400 S. Greenville Ave., Richardson, Texas.

**MEMBERS PRESENT:** Bryan Marsh, Chairman  
Stephen Springs, Vice Chairman  
Kenneth Southard, Commissioner  
Joe Costantino, Commissioner  
Michael Keller, Commissioner

**MEMBERS ABSENT:** Sibyl LaCour, Commissioner  
Nate Roberts, Commissioner  
Gwen Walraven, Commissioner  
Gary Beach, Commissioner

**CITY STAFF PRESENT:** Sam Chavez, Director - Development Services  
Chris Shacklett, Asst. Director of Development Svcs. – Planning  
Daniel Harper, Senior Planner  
Connie Ellwood, Executive Secretary

**BRIEFING SESSION**

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

**REGULAR BUSINESS MEETING**

**1. Approval of Minutes of the regular business meeting of September 20, 2022.**

**Motion:** Commissioner Southard made a motion to approve the minutes with corrections noted; Seconded by Commissioner Costantino. Motion passed 5-0.

**PUBLIC HEARING**

**2. Zoning File 22-12 – Special Development Plan Amendment – Sherman Lofts:** Consider and act on a request to amend a Special Development Plan for a 3.78-acre lot located at the southeast corner of W. Spring Valley Road and S. Sherman Street, currently zoned Main Street/Central Expressway PD Planned Development (Creative Corporate Sub-District) for development of a 4-story, mixed use development consisting of apartment units, live/work units and co-working space to allow a reduction in the required number of parking spaces. Property Owner: Brandon Hancock, Lang Spring Valley LLC. Staff: Daniel Harper.

Mr. Harper stated the request was to amend a Special Development Plan of a 3.78-acre lot on the southeast corner of W. Spring Valley Road and S. Sherman Street zoned Main

Street/Central Expressway PD Planned for development of a 4-story, mixed use development consisting of apartment units, live/work units, and co-working space allowing for a reduction in required parking spaces. The proposed reduction was from 1.5 spaces per unit to one (1) space per bedroom.

Mr. Harper concluded his presentation stating no comments had been received in support or in opposition to the request.

Mr. Brandon Hancock, 1501 Dragon Street, Dallas, TX came forward to speak on behalf of the applicant. He stated an analysis was completed to determine the parking ratio and that was what was being presented to the Commission.

Chairman Marsh asked why the previous plan included a requirement for 1.5 spaces per unit.

Mr. Hancock responded 1.5 spaces per unit was the required parking ratio for the PD.

Mr. Harper confirmed the parking ratio was a requirement of the PD.

Chairman Marsh asked if there would be any 3-bedroom units.

Mr. Hancock stated there would be no 3-bedroom units.

Chairman Marsh asked if residents or visitors could use the public parking spaces.

Mr. Hancock stated residents could not park there, and the visitors would be discouraged from parking in those spaces since there would be designated visitor spaces elsewhere in the garage. He continued stating the forty (40) public parking spaces would be located at the front of the property for use by the public. It would be at the discretion of the City on how the parking would be utilized. It was not intended for overflow of residents.

Chairman Marsh asked who would be using the public parking spaces.

Mr. Hancock stated the spaces would add to the inventory in the area, and the City could determine how they would be utilized.

Commissioner Southard asked about the parking on the 'hatched area' of site plan – would it be used as public parking.

Mr. Hancock clarified that the public parking spaces encompassed the entirety of the half basement level.

Chairman Marsh asked if the number of levels in the garage would be reduced since the number of parking spaces was being reduced.

Mr. Hancock stated the fourth level would only be a half level instead of a full level after the reduction in the number of parking spaces.

With no further questions for staff or comments in favor or opposition to the request, Chairman Marsh closed the public hearing and asked the Commission for further comment or a motion.

**Motion:** Vice Chairman Springs made a motion to recommend approval of Zoning File 22-12 – Special Development Plan Amendment – Sherman Lofts as presented. Seconded by Commissioner Keller. Motion Passed 5-0.

**ADJOURN**

With no further business before the Commission, Chairman Marsh adjourned the regular business meeting at 7:15 p.m.

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Bryan Marsh, Chairman

DRAFT

A background map showing property lines, lot numbers, and street names. Lot 20 is at the top with a 20\* symbol and 3801 Min. FF. Lot 21 is in the middle with 'Detail C' and 'See Sketch 21' written on it. Lot 22 is at the bottom. Street names include 'COURT' and 'LEDGESTON'. Dimensions and bearings are shown along the property lines.

# Agenda Item 2

Zoning File 22-11:  
Waterview Mixed-Use

## **ZONING FILE 22-11**

### **Attachments:**

1. Staff Report
2. PD Conditions (Exhibit “A”)
3. Zoning Map
4. Aerial Map
5. Zoning Concept Plan (Exhibit “B”)
6. Building Elevations (Exhibits “C-1” & “C-2”)
7. Architectural Character Images (Exhibits “D-1” through “D-3”)
8. UTD Campus Master Plan 2018
9. Applicant’s Statement
10. Notice of Public Hearing
11. Notification List





**TO:** City Plan Commission  
**FROM:** Chris Shacklett, Assistant Director of Development Services-Planning **CS**  
**DATE:** October 18, 2022  
**RE:** **Zoning File 22-11: PD Planned Development –Waterview Mixed Use**

## REQUEST

A request for approval of a zoning change on 13.03 acres located between Waterview Parkway and President George Bush Highway, east of Frankford Road from TO-M Technical Office District and PD Planned Development District to PD Planned Development District to allow development of up to 511 apartment and live/work units, a limited-service hotel and up to 19,000 square feet of retail space. (See property owner’s statement and letter for further explanation).

## APPLICANT/PROPERTY OWNER

Maxwell Fisher, ZoneDev / Mehrdad Mazaheri, George Bush Highway Investment LLC & Affordable Space Rental 2018, LLC.

## EXISTING DEVELOPMENT

The subject 13.03-acre site is undeveloped.

## ADJACENT ROADWAYS

**President George Bush Turnpike:** Freeway with a variable width right-of-way, 130,000 vehicles per day, east and westbound west of US-75 (2021).

**Waterview Parkway:** 6-lane divided Arterial, 23,000 vehicles per day, north and southbound, south of PGBT (2021).

**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:** Office / TO-M Technical Office  
**East:** Office / TO-M Technical Office  
**West:** Car Dealership (City of Dallas) / Regional Retail

## FUTURE LAND USE PLAN

### **Regional Employment:**

*Regional Employment districts are generally located along Richardson's highways north of Arapaho Road. 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 Retail

## EXISTING ZONING

TO-M Technical Office (Ordinance Number 3128) & PD Planned Development (Ordinance Number 4258)

## PREVIOUS ZONING REQUESTS

A request was heard by the City Plan Commission in October 2020 for a 16-story apartment building (twelve (12) stories of apartments atop a 4-story parking garage) with 272 units, accommodating 868 beds on the portion of the subject property along Waterview Parkway. The Commission also heard a request for approval of a 5-story apartment building with 242 units to accommodate 800 beds located on the northern section of the subject property. Both projects were submitted by the same property owner for two (2) individual student housing projects.

Both cases were continued by the City Plan Commission to allow the owner additional time to address the Commission's concerns including, but not limited to, reduced parking ratios, building height, apartment leasing restrictions (students vs. public), proximity to the campus, traffic and safety of students walking to and from campus. There were discussions related whether there was a need for additional student housing for UT-Dallas in addition to what they had planned on campus and at the campus adjacent UTD Northside development. The Commission stated they wanted to review the 2018 UTD Campus Master Plan Update.

The request for the 16-story tower was never brought back to the Commission, and the request was ultimately withdrawn by the owner. The request for the 5-story project was brought back before the Commission in November 2020, and the Commission recommended approval of the request; however, in December 2020, the City Council unanimously denied the request stating many of the concerns listed above.

In September 2021, a second request, to allow a 12-story tower (eight (8) stories of apartments atop a 4-story parking garage) with 195 units, accommodating 526 beds, located along Waterview Parkway was brought before the City Plan Commission. The Commission recommended denial of

the request. The applicant appealed the recommendation to the City Council, and the City Council denied the request on September 27, 2021.

In May 2022, a third request was presented to the City Plan Commission. The applicant requested approval for a 5-story, 171-unit apartment building, accommodating up to 529 beds, located on the western 3.9-acre portion of the subject property. The Commission recommended approval of the request. In June 2022, the City Council stated concern regarding the inability to be able to vote on a master plan for the entire 13.03-acre site, including how the development on the remainder of the 13.03-acre site would be phased. The applicant could not present a master plan for the entire site due the required 1-year waiting period imposed on the 4-acre property along Waterview Parkway because of the September 2021 City Council denial. In July 2022, the applicant withdrew their request and stated they would resubmit in October 2022 when the 1-year waiting period expired.

**This zoning change request includes a concept plan for the entirety of the 13.03 acres that was discussed during the previous zoning request, including a section in the PD conditions related to phasing requirements. The applicant is requesting the 171-unit apartment building be allowed to be constructed and receive a certificate of occupancy prior to the development of the hotel, retail or second apartment development. Staff recommends that a certificate of occupancy not be allowed for the 171-unit apartment building until vertical construction of the hotel has commenced. The attached PD conditions (Exhibit A) provides the specific verbiage proposed by the applicant and staff.**

## INFRASTRUCTURE/TRAFFIC

### Utilities

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

### Traffic

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 development on the 13.03-acre site. The proposed development includes a 5-story building with structured parking with 171 units containing 529 beds (purpose-built student housing), a 5-story mixed-use building containing 340 apartment and live/work units and 8,000 square feet of retail, two (2) standalone retail buildings totaling 10,100 square feet, and a 4-story, 110-room limited-service hotel.

This study analyzed traffic impacts of the proposed mixed-used development set to open in 2026. Traffic generated by the proposed development was projected, and nearby major intersections were analyzed for traffic operations in the 2026 background and 2026 background plus site conditions. According to the applicant, the proposed development will add 276 vehicular trips in the AM peak hour (**90 inbound and 186 outbound**), 376 vehicular trips in the PM peak hour (**217 inbound and 159 outbound**), and 4,964 total vehicular trips per weekday to the roadway network. The projected trips include a 5% reduction due to the proximity to the future DART “Silver Line” UTD Station as well as a 15% reduction due to the provision of a shuttle service by the developer for the proposed development. The 15% reduction is only applied to the traffic caused by 171 units within Sub-area 1 since the shuttle is only required for that portion of the development.

Additionally, an internal trip capture study was done conducted. The study reflects a 5-10% reduction, depending on the origin and destination of those trips. (Note: Internal trips reflect the amount of generated traffic that travel between the multiple uses in a proposed development. The reduction is expected because those trips would likely not require use of a vehicle.)

According to the applicant's statement, a privately contracted shuttle service will be provided to provide transportation to and from the 171-unit development in Sub-area 1 to the UTD campus during the following days and times:

(A minimum of one (1) shuttle will run when school is in session):

- The shuttle will run on a continuous loop at approximately 20-to-25-minute intervals Monday through Friday from 8:00am to 10:00am, and 3:00pm to 5:00pm.
- The shuttle will run hourly during non-peak times of Monday through Friday 10AM-3PM, and 5-9PM.
- The shuttle will run as needed on weekends when school is in session.

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 provide improvements to bring the roadway or intersection to an improved LOS.

The only "intersection" where this was applicable is the intersection of Waterview Parkway at Driveway 2 (the second driveway west of the railroad – see attached Aerial Map with numbered driveways along Waterview Parkway) which already operates at a failing LOS "F". The site traffic contributes 5.0% of total traffic experienced at that intersection; however, since the installation of a future traffic signal was already under consideration along this portion of Waterview Parkway (at either Driveway #2 or Driveway #3) prior to the completion of this report and because the intersection currently operates at LOS "F", the signal would not be required to be constructed with this development.

Transportation and Mobility staff conclude that the TIA:

- An addition of a traffic signal at Driveway 2 will be necessary in the future when Rutford Avenue from the south connects to Waterview Parkway after development of the property across Waterview Parkway from the subject property.
- Assumed the majority of vehicle trips from the development in Sub-area 1 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.

## STAFF COMMENTS

### **Background:**

The subject property was zoned TO-M Technical Office in 1997 with the adoption of Ordinance Number 3128 that included more than 233 acres flanking both sides of Waterview Parkway, on the south side of President George Bush Turnpike. In 2018, the western 3.1-acre portion of the subject property was rezoned to PD Planned Development to allow for the development of two (2) 4-story hotels. Development plans were approved in 2019 for one (1) of the hotels; however, the site has never developed.

### **UTD Campus Master Plan:**

The two (2) zoning cases submitted in 2020 were continued at the October 20, 2020, City Plan Commission meeting to allow the applicant the opportunity to discuss the proposed development with the University of Texas at Dallas (UTD). That meeting was conducted during the first week of November 2020 and provided information related to UTD's growth projections and future development plans (see attached UTD's Campus Master Plan Update 2018).

- 2018 enrollment numbers are found on Page 7 which reflect pre-COVID impacts, as well as projected enrollment data for the years 2019 through 2030. The projected enrollment data will more than likely be impacted due to COVID.
- Existing on-campus student housing numbers and additional on-campus housing needs for UTD's projected student enrollment are found on Page 9. A total of 6,094 on-campus beds are currently provided, while the projected total number of beds to accommodate UTD's projected 2030 enrollment is 7,618 beds, leaving a deficit of 1,524 beds. Currently campus-adjacent housing (Northside) provides a total of 2,446 beds. In total, the number of on-campus and campus-adjacent beds would total 8,540 beds.
- In addition to the total 8,540 beds to be provided on-campus and campus-adjacent, the 20.8-acre vacant property to the north of Northside (on the north side of the DART Silver Line) has entitlements to construct up to an additional 1,092 residential units. The remaining units could accommodate up to 2,922 additional beds, which would result in a total of 11,462 beds that would either be on-campus or campus adjacent.
- Both on-campus and campus-adjacent units are currently at or very near full occupancy. However, the University is planning to redevelop some of the older on-campus, garden style apartments with a denser development type that will add up to 1,000 additional on-campus beds. Additionally, the University's model intentionally does not include a provision for enough on-campus housing for the entire demand since their housing is leased in 9-month terms instead of 12-month terms. Therefore, additional campus-adjacent housing as well as other apartment units in the area that have direct access to the DART route serving the campus currently meet the additional demand for the University.

## Request:

The request is to rezone the subject 13.03-acre site from TO-M Technical Office and PD Planned Development to PD Planned Development with a concept plan, building elevations, and character images to accommodate the following development within two (2) distinct sub-areas as shown on the Concept Plan (Exhibit “B”):

### Sub-area 1 (3.89 acres):

- 5-story, 171-unit apartment building with 529 beds (purpose-built student housing style apartment building).

### Sub-area 2 (9.13 acres):

- 5-story, 340-unit apartment building (includes five (5) live/work units) with 8,000 square feet of ground floor retail and 5,000 square feet of co-working space.
- Two (2), single-story retail buildings totaling 10,100 square feet.
- 4-story, 110-room limited-service hotel.

The proposed 171-unit development within Sub-area 1 is intended to house students; however, the development is not associated with UTD, and therefore units could be leased to non-students. The remainder of the development will be developed as a traditional mixed-use development.

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

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. Although apartments are not listed as a compatible use within a Regional Employment area, the proposed development also includes retail uses which are consistent with this land use designation. Although hotels are not listed as a use within the land use designation, it is a use typically allowed in areas designated Regional Employment. The addition of residential uses within a mixed-use development, which includes retail and a hotel, may be compatible within the larger area that already includes office development.

Existing Land Uses: The site is flanked on the all sides by property zoned TO-M Technical Office, which are developed as a surgery center to the north and a rehabilitation hospital to the south, and two (2) office buildings to the east with a combined square footage of 315,184 square feet. The property to the west is in the City of Dallas and developed as a Ford automobile dealership.

To the south across Waterview Parkway are two (2) properties zoned TO-M Technical Office and PD Planned Development. The property zoned TO-M Technical Office is developed with a 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 residential, office, hotels, an event center, and the future DART “Silver Line” UTD Station.

Proximity to Fire Station #3: Development of the subject property as shown on the Concept Plan could create a situation where emergency service response times could be delayed from Fire Station #3, which is located at Custer Parkway and Lookout Drive. Delays are possible due to the distance between the subject property and Fire Station #3 coupled with indirect routes between the subject property and Fire Station #3.

Proximity to UTD Campus: Regarding proximity to the north side of the UTD campus (located on the south side of Synergy Park Boulevard), the northern most multi-family building of the Northside at UTD development (Phase 4) is located approximately 1,500 feet (just over ¼ mile) from the UTD campus.

Under existing conditions, a discontinuous sidewalk flanking the railroad crossing located south of the Frankford Road and Waterview Parkway intersection, the site is located approximately ¾ mile (walking distance) from the north end of the campus. Once the DART “Silver Line” UTD Station is operational, the proposed development will still be located over ½ mile (walking distance) from the north end of the campus. Furthermore, there is currently no signal or crosswalk across Waterview Parkway.

Future Development Rights for Adjacent Properties: With previous requests on the subject property, if the subject property were rezoned to PD Planned Development for the A-950-M Apartment District, adjacent properties would have been subject to the increased setback and screening requirements for any future development or redevelopment on those adjacent properties. However, since the proposed development will be a mixed-use development and will not utilize a base zoning district of A-950-M Apartment, the increased setback and screening requirements for adjacent properties would no longer be applicable.

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

The proposed development is comprised of two (2) “sub-areas” that will allow specific uses and contain specific development standards. The following is a brief description of the allowable development within each sub-area:

#### Sub-area 1:

- 5-story, 171-unit apartment building, with a 5-level parking garage.
- A total of 451 parking spaces (409 parking garage spaces and 42 surface parking spaces) with access to Frankford Road, Waterview Parkway and President George Bush Turnpike.
- Landscape buffer along small portion of Frankford Road frontage.
- Two (2) interior courtyard amenity areas. The following amenities will be provided including, but not limited to, a minimum 1,200-square foot playground area, a minimum 400-square foot fitness area, a minimum 400-square foot clubhouse/gameroom/multi-

purpose room, business center, study lounge, swimming pool, outdoor kitchen, and a minimum 1,000-square foot dog park area.

Sub-area 2:

- 5-story, 340-unit apartment building (includes minimum of five (5) live/work units) with 8,000 square feet of ground floor retail.
- Two (2), single-story retail buildings totaling 10,100 square feet.
- 4-story, 110-room limited-service hotel.
- A total of 695 parking spaces (475 parking garage spaces and 220 surface parking spaces) with access to Frankford Road, Waterview Parkway and President George Bush Turnpike.
- Minimum 40-foot-wide landscape buffers along Waterview Parkway and President George Bush Turnpike.
- Amenity areas within the apartment building to include a minimum 400-square foot fitness center, swimming pool and two (2) additional outdoor amenity courtyard areas.
- Amenity area within the hotel development to include a fitness center, a business center, and bicycle racks.
- Areas of flush pavement between the hotel and multi-family building and between the restaurant pad sites and multi-family building to create a more connected pedestrian realm between these portions of the development.

**Building** – The proposed apartment building facades in Sub-area 1 would be clad with a mix of brick, stucco, metal panels and fiber cement siding. The parking garage, which is visible on the north and south elevations, would be constructed of painted pre-cast concrete; a brick veneer would be utilized on a portion of the concrete spandrels while stucco is utilized on the ground floor of the garage. Perforated metal panels would be utilized above the spandrels to provide additional screening of the interior of the garage. Vehicular access to the parking garage is provided on the north and south sides of the building.

The applicant has not provided building elevation plans for the buildings within Sub-area 2; however, the applicant has provided reference imagery that provides a guide for the design of the buildings, which include the mixed-use apartment building, restaurant pad buildings and hotel building. Since these buildings are not proposed as part of the initial phase of construction, the elevations have not yet been fully designed; however, the reference imagery would be approved as part of the ordinance, and future development would be required to be consistent with the imagery.

**Landscape Buffer** – A 30-foot-wide landscape buffer along Frankford Road (the site has approximately fifteen (15) feet of frontage along Frankford Road) will be provided, and the sidewalk will be connected between the Ford dealership to the north and the rehabilitation hospital to the south. Additionally, minimum 40-foot-wide landscape buffers will be provided along Waterview Parkway and President George Bush Turnpike, which are consistent with the adjacent developments.

**Proposed Development Standards**

The following table details the proposed development standards for each of the two (2) sub-areas, including, but not limited to, uses, building regulations, height, setback and coverage requirements,



parking, landscaping, open space, and phasing. The attached PD conditions provide a full list of the requirements for each of the two (2) sub-areas.

	<b>Sub-area #1</b>	<b>Sub-area #2</b>
<b>Tract Size</b>	3.89 acres	9.13 acres
<b>Allowed Uses</b>	Apartments	Various uses including apartments, retail, restaurant, office, hotel, and other uses typically allowed in Local Retail and Commercial zoning districts.
<b>Max. Number of Units</b>	171 apartments	335 apartments / 5 live-work units
<b>Min. Unit Size</b>	1-BR Unit: 450 s.f. 2-BR Unit: 750 s.f. 4-BR Unit: 1,315 s.f.	1-BR Unit: 550 s.f. 2-BR Unit: 850 s.f. <i>Larger units prohibited</i>
<i>Sub-area 1: Units within the UTD Northside development are consistent with those units proposed in Sub-Area 1 (minimum 500 s.f. units). The developer within Sub-area 1 has previously stated they typically do not build 3-bedroom units since the product is purpose-built student housing where each individual room is leased separately.</i>		
<i>Sub-area 2: The minimum unit sizes for newer multi-family developments, such as Galatyn area apartment developments (minimum 525 s.f. units) are consistent with the proposed minimum unit sizes.</i>		
<b>Maximum Building Height</b>	5 stories / 68 feet	5 stories / 68 feet
<i>The proposed height is consistent with the surrounding office buildings in the area, which range from two (2) stories (40-foot-tall) to five (5) stories (72-foot tall).</i>		
<b>Minimum Lot Area</b>	No minimum	No minimum
<i>Residential districts are the only districts that typically require a minimum lot area. The purpose of the proposed condition is to provide clarity.</i>		
<b>Minimum Lot Width</b>	No minimum	No minimum
<i>Residential districts are the only districts that typically require a minimum lot width. The purpose of the proposed condition is to provide clarity.</i>		
<b>Minimum Lot Depth</b>	No minimum	No minimum
<i>Residential districts are the only districts that typically require a minimum lot depth. The purpose of the proposed condition is to provide clarity.</i>		
<b>Maximum Lot Coverage</b>	65%	60%
<i>Residential districts are the only districts that typically require a minimum lot coverage. Non-residential districts typically provide a maximum allowable floor area ratio (ratio of allowable building square footage to building area). The purpose of the proposed condition is to provide clarity.</i>		
<b>Maximum Floor Area Ratio</b>	No maximum	No maximum
<i>The surrounding maximum floor area ratio for the surrounding properties zoned TO-M Technical Office is 0.75:1. The overall F.A.R. for the proposed development is approximately 1.38:1. The increased F.A.R. is a product of the proposed design and necessary unit yield and is typical of higher density apartment developments. Although there is not a maximum allowable F.A.R., the development intensity will be limited based on the maximum allowable number of apartment units, hotel rooms and retail space.</i>		
<b>Apartment Density</b>	44 units per acre	65 units per acre
<i>The proposed density for each of these developments is similar to other recently designed urban-style developments, which have been designed with densities of over 30 units per acre, up to 100 units per acre.</i>		
<b>Front Setback</b>	Min. 50 feet along Frankford Road	Minimum 100 feet along Waterview Parkway & PGBT
<i>The proposed perimeter setbacks are consistent with the adjacent developments along these street frontages.</i>		
<b>Side Setback</b>	No setback required	No setback required
<i>Due to the development's mixed-use nature, interior setback requirements are not necessary beyond what the City Building Code would require.</i>		

<b>Rear Setback</b>	No setback required	No setback required
<i>Due to the development's mixed-use nature, interior setback requirements are not necessary beyond what the City Building Code would require.</i>		
<b>Required Parking (Apartments)</b>	0.8 parking space per bedroom	1.5 parking spaces per unit
<i>See section below discussing the proposed parking ratios for each apartment building.</i>		
<b>Required Parking (Live-Work)</b>	N/A	2 parking spaces per unit
<i>This is the typical parking requirement for live-work units within other PD districts.</i>		
<b>Required Parking (Hotel)</b>	N/A	1 parking space per room
<i>This is the typical parking requirement for limited-service hotels.</i>		
<b>Required Parking (Other)</b>	N/A	1 parking space per 200 s.f.
<i>The City requires varied parking ratios for retail uses, which are based on the individual use. Restaurants require parking at a ratio of one (1) space per 100 s.f.; office uses at a ratio of one (1) space per 250 s.f.; retail uses at a ratio of one (1) space per 333 s.f. The applicant is requesting a standard ratio of one (1) space per 200 s.f. to allow flexibility for future changes in uses related to required parking.</i>		
<b>Required Bicycle Parking (Apartments)</b>	Min. 75 spaces	Min. 45 spaces
<i>Although the City does not have specific bicycle parking requirements, a minimum of 0.1 bicycle parking spaces are being provided, which is consistent with City bicycle parking best practices.</i>		
<b>Required Bicycle Parking (Hotel)</b>	N/A	Min. 5 spaces

The following section provides additional discussion regarding parking, recreational/amenity areas, perimeter fencing and lot configuration requirements.

1. Parking Ratios (Parking per Bedroom)

Sub-area 1: The applicant is requesting to provide parking on a per bedroom basis (0.8 parking space per bedroom) for the apartments in Sub-area 1. The Concept Plan (Exhibit “B”) demonstrates that 451 parking spaces will be provided. This reflects a parking ratio of 2.64 parking spaces per unit and approximately 0.85 parking space per bed.

Although the applicant has stated they expect many students to walk or bike to campus, or that some students may not own a vehicle, staff suggests the parking ratio should be increased to one (1) parking space per bedroom. The proposed parking ratio of 0.8 parking space per bedroom is consistent with the ratio approved for Phases 2, 3, and 4 of the Northside at UTD development. However, staff suggests a proposed parking ratio of one (1) parking space per bedroom since the proposed development is off-campus and not campus-adjacent like the Northside at UTD developments. If a ratio of one (1) parking space per bedroom were required, an additional seventy-eight (78) parking spaces for a total of 529 parking spaces would be necessary or the number of proposed units and/or bedrooms would need to be reduced.

Sub-area 2: The applicant is requesting to provide parking on a per bedroom basis for the apartment development in Sub-area 2 also. The applicant is proposing to provide one (1) parking space per bedroom for the apartments in Sub-area 2. Similar apartment developments such as the Galatyn area apartments and Palisades apartments have been approved to utilize a ratio of one (1) parking space per bedroom. Other similar apartment developments, such as CityLine, require parking at 1.5 parking spaces per unit. The proposed apartment development in Sub-area 2 provides approximately 1.4 spaces per unit.

2. Minimum Recreational Areas and 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 seventy (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. However, the proposed development is not utilizing a base A-950-M Apartment zoning district; therefore, the applicant has provided a list of the minimum required amenities for each apartment building and the hotel.

Within Sub-area 1, the apartment development is intended to house students; however, the applicant is proposing to provide a playground in case any of the residents have children. The applicant also intends to provide a minimum 400-square foot fitness center, a minimum 400-square foot clubhouse/gameroom/multi-purpose room, business center, study lounge, swimming pool, outdoor kitchen, and a minimum 1,000-square foot dog park area.

Within Sub-area 2, the apartment development will provide a minimum 400-square foot fitness center, swimming pool, and two (2) additional outdoor amenity courtyard areas. These courtyard areas may include outdoor seating, grills, fire pits, water features, outdoor games, and landscape areas. The apartment development will also provide a minimum 5,000-square foot co-working space. The hotel development will provide an on-site fitness center, business center and bicycle racks. Amenities may also be shared between the hotel and apartment building, but that is not a requirement of the proposed PD conditions.

The ground floor retail within the apartment building and the two (2) retail pad sites will also provide retail and dining amenities for the development as well as surrounding neighbors.

3. Eliminate the Required Perimeter Fencing

The A-950-M Apartment District requires the development to be enclosed by a perimeter fence. Although the A-950-M Apartment District will not be the base zoning district of the PD, staff has included a condition stating a perimeter fence will not be required for clarity. The required perimeter fence has long been dispensed with as new multi-family development is being designed to be pedestrian friendly and urban in nature. Many of the newly approved PD Planned Developments that allow apartments are void of this requirement.

4. Lot Configuration

The City's Subdivision regulations prohibits lots to be platted without frontage on a public or private street or in a flag lot configuration. The western portion of the property is already platted as a lot with a narrow frontage along Frankford Road and the lot to the east is platted without frontage on a public or private street (Ordinance 4258 allowed platting of these two (2) lots in this configuration). Since the proposed development would combine these two (2) lots along with a portion of a third lot to the east, staff has included a condition to allow a lot to be platted with a minimum of fifteen (15) feet of frontage on Frankford Road

to avoid uncertainty regarding the allowable lot configuration at the time of development plan review and approval.

Additionally, the two (2) standalone retail building shown as Buildings R-3 and R-4 on the Concept Plan (Exhibit B) may be platted separately from the apartment building in Sub-area 2. If this were to occur, the lots containing Buildings R-3 and R-4 would not have frontage on a public street. Therefore, the applicant is requesting to allow the lots to be platted without public street frontage, provided that the lots are directly adjacent to a mutual access easement providing access to a public street. A fire lane and mutual access easement runs along the west side of the two (2) buildings; therefore, access would be provided through an access easement to public streets.

### **Conclusion**

Although the applicant has addressed some concerns related to previous zoning requests for the subject property, the following factors should be considered regarding the appropriateness of the proposed development at this location. These 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; however, retail and hotel uses would be compatible with the Regional Employment land use designation.
- Phasing Requirements. The applicant has requested that the 171-unit apartment building located in Sub-area 1 be allowed to be constructed and occupied without a requirement for any other development to occur within the 13.03-acre site. During the previous zoning request, concerns were discussed regarding the ability to vote on a master plan for the entire site. Additionally, there was discussion regarding what, if any, non-residential development would be required to be built along with the apartments. Therefore, staff is recommending that the 171-unit apartment shall not receive a certificate of occupancy until vertical construction of the hotel has commenced.
- Proximity to Fire Station #3 could create a situation where emergency service response times could be delayed from Fire Station #3, which is located at Custer Parkway and Lookout Drive. Delays are possible due to the distance between the subject property and Fire Station #3 coupled with indirect routes between the subject property and Fire Station #3.
- Disconnected pedestrian connection to campus and related pedestrian safety concerns related to the proximity of the subject property to the UTD is such that this project should not be considered campus adjacent student housing, specifically related to the purpose-built student housing in Sub-area 1.

**Correspondence:** To date, staff has not received 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 in accordance with the attached conditions in Exhibit "A".

**Council Hearing Date:** The earliest possible City Council hearing date is November 14, 2022.

## **Exhibit A – Special Conditions: ZF 22-11, PD Planned Development**

### **Section 1. Intent.**

The purpose of the PD Planned Development District is to accommodate a mixed-use development of student and young professional housing, retail, and lodging/hospitality uses. The proposal is intended to complement the core of transit-oriented development planned south of Waterview Parkway, at the DART Silver Line Station. The proposal will expand quality housing and lodging stock for the Richardson community while providing appropriately scaled residential and lodging amenities, and supportive retail and restaurant options.

### **Section 2. Exhibits.**

The subject site shall be zoned PD Planned Development District for mixed use development and shall be used and developed in substantial conformance with the Zoning Concept Plan attached hereto as Exhibit “B”, the Building Elevations for Sub-area 1 attached hereto as Exhibits “C-1” and “C-2”, and Character Images as Exhibit “D-1” through “D-3” for Sub-area 2, and the zoning regulations provided herein.

### **Section 3. Subareas.**

Sub-area 1 is defined as the approximately 3.89-acre portion as referenced on Exhibit B. Sub-area 2 is defined as the approximately 9.13-acre portion of the property as referenced on Exhibit B.

### **Section 4. Permitted Uses.**

The following uses shall be permitted within specific areas shown on the attached Concept Plan, Exhibit B. The following uses shall be permitted within specific areas as shown on the attached concept plan (Exhibit “B”):

#### Subarea 1:

1. Apartments;
2. Construction field office;
3. Parking lot, accessory;

#### Subarea 2:

1. Apartments;
2. Art gallery;
3. Assisted living facility (requires Special Permit approval)
4. Bakery;
5. Bank or financial institution;
6. Barber or beauty salon;
7. Book, card or stationary store;
8. Camera or photographic supply shop;
9. Childcare center (requires Special Permit approval)
10. Clothing or apparel store;
11. Construction field office;
12. Convenience store;
13. Drugstore or pharmacy;
14. Fine arts studio;
15. Florist;

16. Furniture, home furnishings and appliance store;
17. Health club;
18. Hotel, full-service;
19. Hotel, limited-service;
20. Independent living facility (requires Special Permit approval)
21. Jewelry store;
22. Laundry pick-up station;
23. Live/work units;
  - a. For purposes of this PD Planned Development, “live/work unit” shall mean a portion of a building integrating both living quarters and a non-residential space such as retail, artist space or gallery, business or other professional office activities in a single unit, where the non-residential use (work) is located on the ground floor and the residential use (live) is located above or behind, or a combination thereof, the non-residential use. If the residential use is located on the ground floor, then the residential use shall be limited to a maximum of 40% of the ground floor area.
24. Mailing service;
25. Office;
26. Parking lot, accessory;
27. Photography or art studio;
28. Print shop, minor;
29. Restaurant without drive-through or curbside service;
30. Tailor shop;
31. Toy or hobby shop.

**Section 5. General Area Regulations.**

1. **Building Setbacks:** A minimum 100-foot building setback shall be provided along Waterview Parkway and President George Bush Turnpike. A minimum 50-foot building setback shall be provided along Frankford Road. No other setbacks shall be required except as required by the City of Richardson Building Code, as amended.
2. **Landscape Buffers:** A minimum 40-foot-wide landscape buffer shall be provided along Waterview Parkway and the President George Bush Turnpike. A minimum 30-foot-wide landscape buffer shall be provided along Frankford Road. Landscaping within the buffers shall be in accordance with the City of Richardson Landscape Policies, as amended.
3. **Platting:**
  - a. Two (2) lots (lots containing Retail buildings R-3 or R-4) shall be allowed to be platted without public street frontage, provided the lots are directly adjacent to a mutual access easement providing access to a public street.
  - b. The minimum lot frontage along Frankford Road shall be fifteen (15) feet.
4. **Minimum Lot Area:** No minimum.

5. Minimum Lot Width: No minimum.
6. Minimum Lot Depth: No minimum.
7. For purposes of this Planned Development District, the apartment development shown on the Concept Plan shall be considered as one “apartment community” in accordance with Article XV (A-950-M Apartment District) of the Comprehensive Zoning Ordinance, and no physical separation shall be required.

**Section 6. Parking.**

Off-street parking for this Planned Development District shall comply with applicable provisions of the Comprehensive Zoning Ordinance except as follows:

1. General: Required parking may be satisfied by structured and surface parking spaces, except parking for apartment and live/work uses shall be provided within structured parking area.
2. Minimum Parking Requirements:
  - a. Apartments (Sub-area 1): 0.8 parking space per bedroom.  
*(City staff recommends a parking ratio of one (1) parking space per bedroom)*
  - b. Apartments (Sub-area 2): 1 parking space per bedroom.
  - c. Live/Work Units: 2 parking spaces per unit (at least 1 parking space per unit shall be provided within a structured parking area).
  - d. Hotel: 1 parking space per room.
  - e. Other non-residential uses: 1 parking space per 200 square feet.

**Section 7. Sub-area 1 Building and Area Regulations.**

1. Minimum floor area of dwelling unit:
  - i. 1 Bedroom unit – 450 square feet
  - ii. 2 Bedroom unit – 750 square feet
  - iii. 4 Bedroom unit – 1,315 square feet
2. Bathroom to Bedroom Ratio: There shall be one (1) bathroom per bedroom.
3. Accessory Buildings: Accessory buildings are prohibited.
4. Maximum Building Height: Sixty-eight (68) feet, including parapet wall.
5. Maximum Number of Units: 171 units.
6. Floor-to-Area Ratio: No maximum.



7. Lot Coverage: The maximum lot coverage shall not exceed 65%.
8. Recreation Areas: The following amenities shall be provided: a minimum 1,200-square foot playground area is as generally shown on Exhibit B, minimum 400-square foot indoor fitness center, minimum 400-square foot clubhouse / gameroom / multi-purpose room, business center, study lounge, swimming pool, outdoor kitchen and minimum 1,000-square foot dog walk area as generally shown on Exhibit B.
9. Perimeter Fencing: A perimeter fence is not required.
10. Shuttle Service: An on-site private shuttle service is required to provide transportation of students to and from the UTD campus during the weekday when school is in session.
11. Bicycle Parking: A minimum of seventy-five (75) bicycle storage spaces shall be provided within the parking garage within a secure, fenced area.

## **Section 8. Sub-area 2 Building and Area Regulations**

1. Minimum floor areas:
- i. 1-bedroom unit: 550 square feet
  - ii. 2-bedroom unit: 850 square feet
  - iii. Units larger than 2-bedroom units shall be prohibited.
2. Accessory Buildings: Accessory buildings are prohibited.
3. Maximum Building Height: Sixty-eight (68) feet, including the parapet wall.
4. Maximum Number of Units: 340 units (minimum five (5) units shall be live/work units to be located on the ground floor of the apartment building).
5. Maximum Retail Area: 18,100 square feet.
6. Max. Number of Hotel Rooms: 110 rooms.
7. Floor Area Ratio: No maximum.

8. Lot Coverage: The maximum lot coverage shall not exceed 65%.
9. Recreation Areas/Amenities: At a minimum, the apartment building shall provide a minimum 400-square foot fitness center, swimming pool and two (2) additional outdoor amenity courtyard areas as shown on the Concept Plan (Exhibit B).
- At a minimum, the hotel shall provide the following amenities on-site: a fitness center, a business center, and bicycle racks (minimum 5-bicycle capacity).
10. Co-working space: Within the apartment building, a minimum 5,000-square foot co-working space must be provided, generally as shown on the Concept Plan (Exhibit “B”).
11. Perimeter Fencing: A perimeter fence shall is not required.
12. Bicycle Parking: A minimum of forty-five (45) bicycle storage spaces shall be required within the apartment building parking garage within a secured, fenced area.

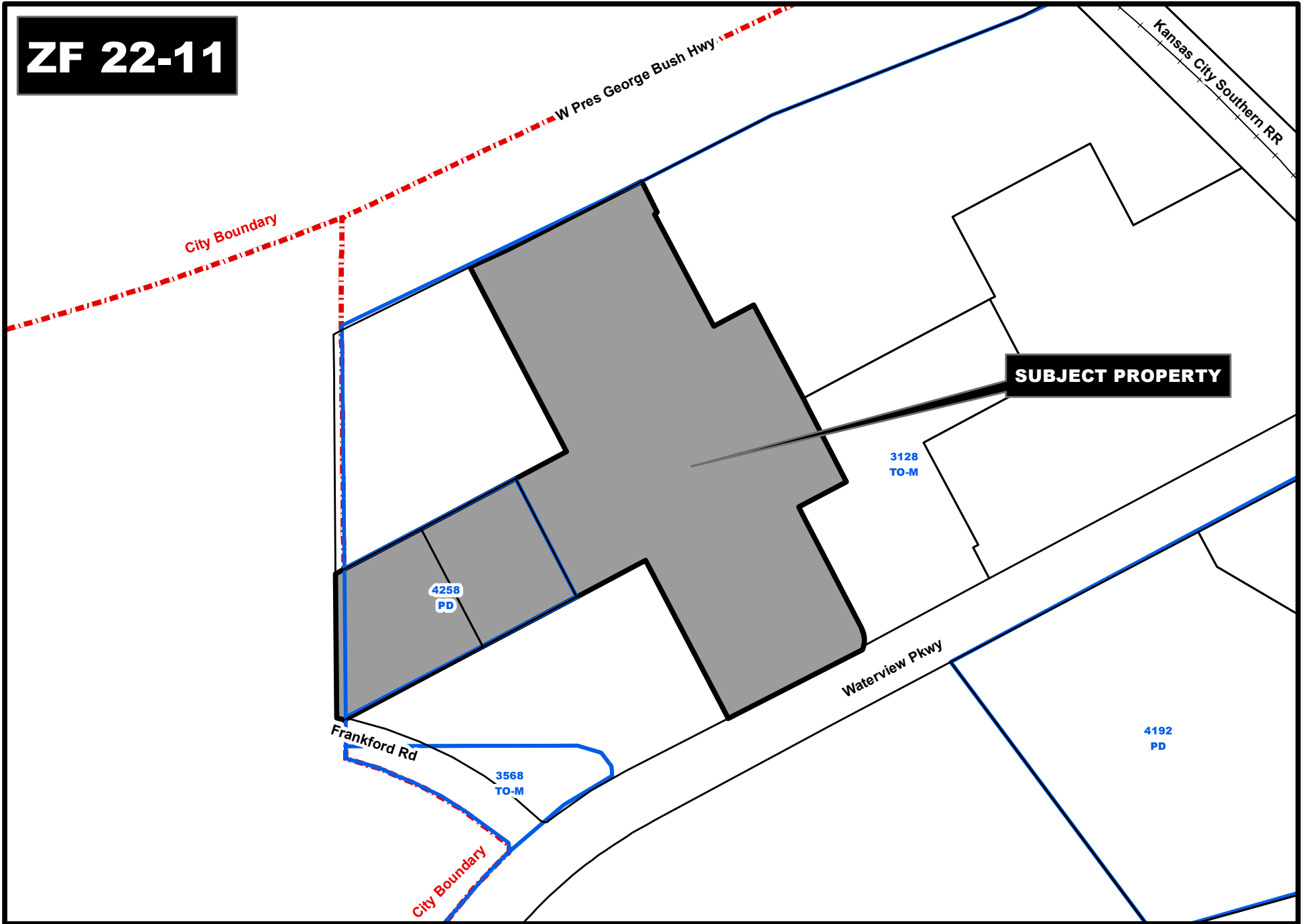
## **Section 9. Phasing**

1. A certificate of occupancy for the multi-family building in Sub-area 2 shall not be issued until a certificate of occupancy for the hotel has been issued.
2. The two (2) 1-story retail buildings may acquire a building permit and C.O. at any time.

*City Staff proposes the following modifications*

1. *A certificate of occupancy (C.O.) for the multi-family/student housing building in Sub-area 1 shall not be issued until building permit approval for the hotel has been acquired and vertical construction has commenced, to include the completion of fire lanes, utilities, foundation and commencement of framing.*
2. *Multi-family building in Sub-area 2 shall not acquire a C.O. until a C.O. has been issued for the hotel.*
3. *The two (2) 1-story retail buildings may acquire a building permit and C.O. at any time.*

# ZF 22-11

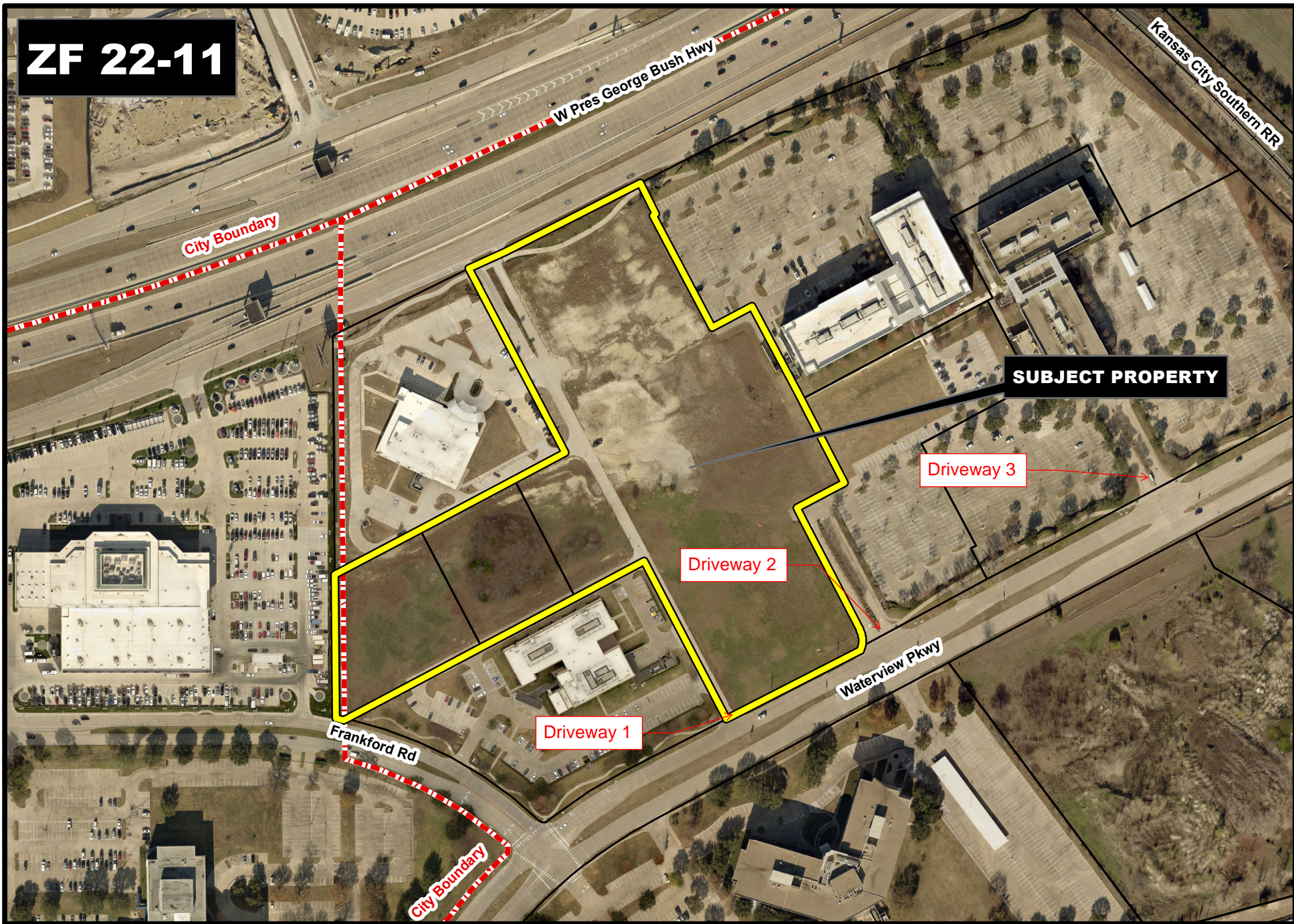


## ZF 22-11 Zoning Map Planned Development Waterview Mixed-Use



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.

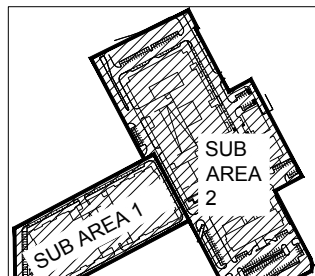
**ZF 22-11**



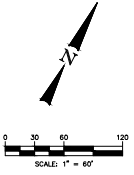
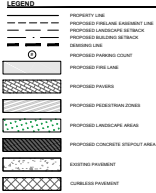
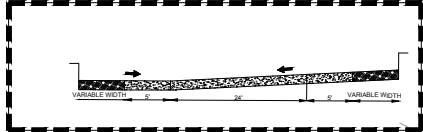
**ZF 22-11 Zoning Map  
Planned Development  
Waterview Mixed-Use**



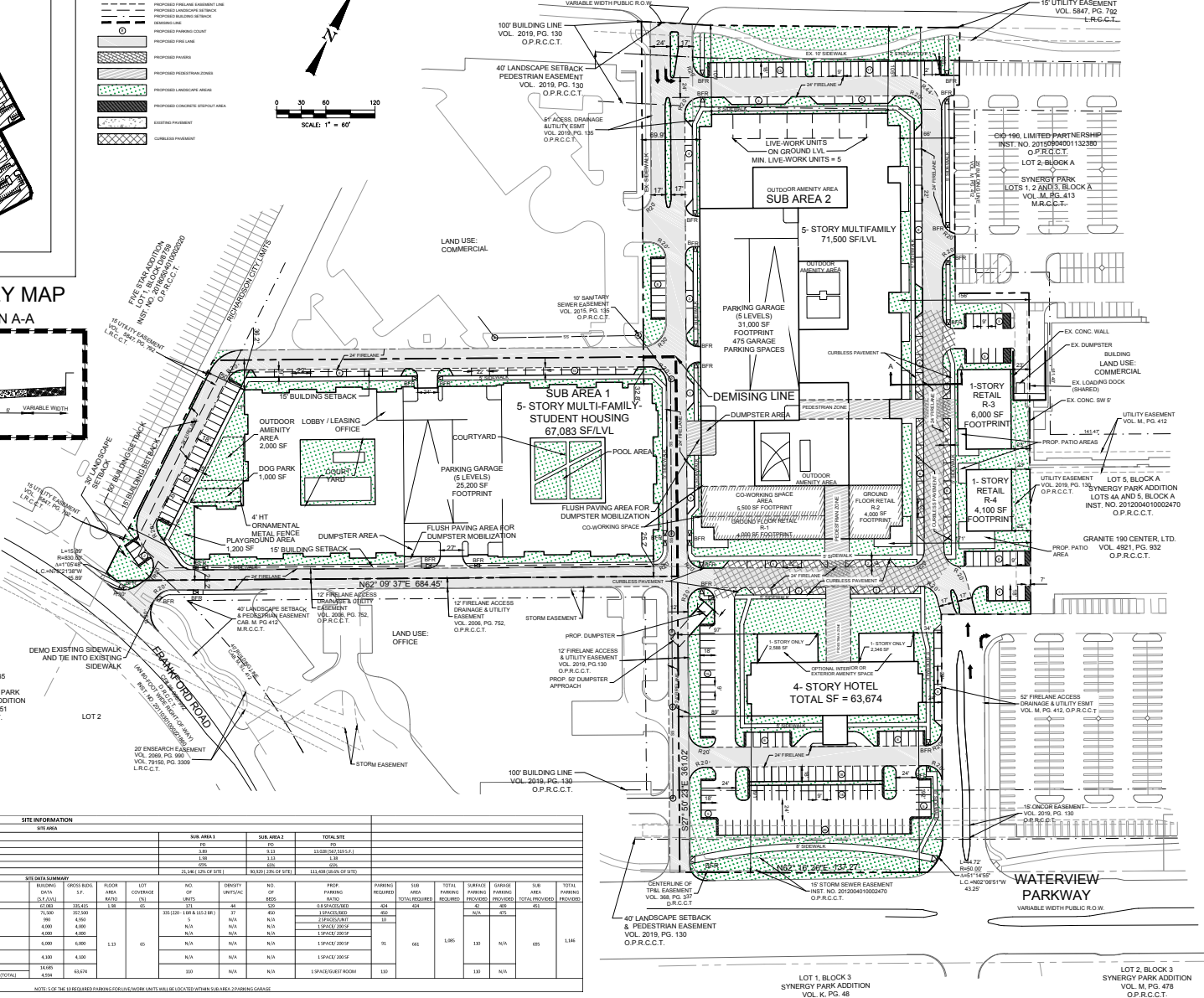
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KEY MAP  
FLUSH PAVING CROSS SECTION A-A



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



SUB AREA		SUB AREA 1		SUB AREA 2		TOTAL SITE	
PROPOSED ZONING	SITE AREA	SF	%	SF	%	SF	%
	TOTAL FLOOR AREA (BAYO)	1,810	3.13	13,120 (240,500 S.F.)	23.3	14,930	26.43
	TOTAL FLOOR AREA (LANDSCAPE AREA)	1,020	1.80	8,220 (163,811 S.F.)	15.1	9,240	16.53

SUB AREA	BUILDING	ACREAGE	BUILDING SUMMARY				NO. OF UNITS	TOTAL GARAGE	TOTAL PARKING	TOTAL SURFACE	TOTAL GARAGE	TOTAL FLOOR AREA	TOTAL FLOOR AREA
			FLOOR AREA	NO. OF UNITS	TOTAL GARAGE	TOTAL PARKING							
1	MULTIFAMILY - STUDENT HOUSING	3.80	67,083	1,810	1,810	500	1,200	1,200	2,400	2,400	67,083	67,083	
2	1-3 STORY RETAIL	0.13	6,000	4,100	6,000	1,200	1,200	1,200	2,400	2,400	12,100	12,100	
2	1-4 STORY HOTEL	0.13	63,674	63,674	63,674	110	110	110	110	110	63,674	63,674	

**BGE, Inc.**  
2595 Dallas Parkway, Suite 101  
Frisco, TX 75034  
Tel: 972-464-4800 • www.bgeinc.com  
TBPE Registration No. F-1046  
Contact: Justin Loecker  
Tel: 972-464-4809  
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**DEVELOPER**  
  
**ALTATEIRA**  
REAL ESTATE  
CONTACT: MICHAEL AUGUSTINE  
EMAIL: MICHAEL@ALTATEIRA.COM

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**OWNER**  
**GEORGE BUSH HIGHWAY INVESTMENT LLC & AFFORDABLE SPACE RENTAL 2016 LLC**

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**ZONING EXHIBIT AND PART OF LOT 4D (REPLAT)**  
**ATRE WATERVIEW STUDENT APARTMENT**  
BEING 13.028 ACRES  
1050 FRANKFORD ROAD  
RICHARDSON, TEXAS

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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:  
DISE INC.  
TEXAS REGISTERED ENGINEERING FIRM # 108  
JUSTIN LOECKER, P.E.  
OCTOBER 13, 2022

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**CAUTION II**  
Contractor to verify exact location & depth of title Easements Prior to any Construction Activities

**CAUTION III**  
CONTACT 1-800-092-3833  
48 HOURS PRIOR TO CONSTRUCTION

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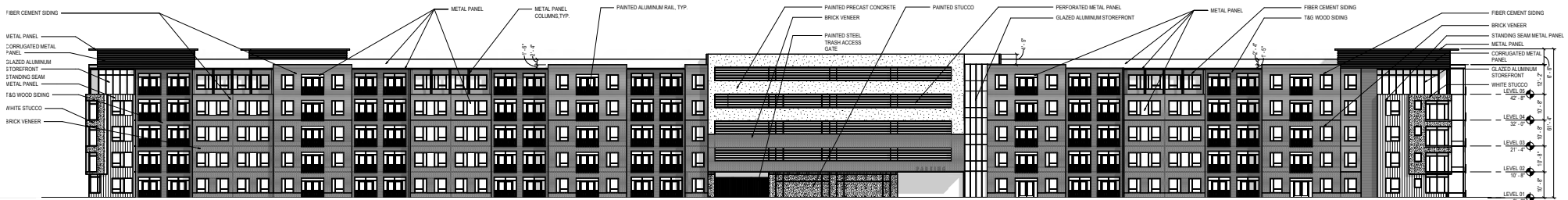
REVISIONS	REV. NO.	DATE	DESCRIPTION

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DRAWN BY: AT  
CHECKED BY: JL  
DATE: \_\_\_\_\_  
PROJECT NUMBER: \_\_\_\_\_

SHEET NUMBER  
**1**

# BUILDING 1 ELEVATIONS

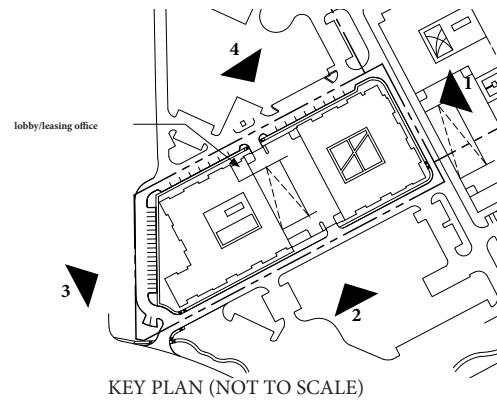


2-south elevation

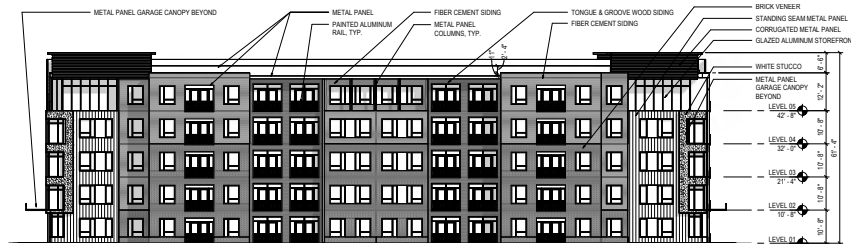
scale: 1" = 40'

South Elevation	
Brick	28%
Stucco	9%
Metal Panel	17%
Fiber cement siding	30%
Painted Concrete	9%
Perforated Metal	11%

Number of Garage Levels: 6



KEY PLAN (NOT TO SCALE)



1-east elevation

scale: 1" = 40'

East Elevation	
Brick	27%
Stucco	8%
Metal Panel	34%
Fiber cement siding	31%



perforated metal

corrugated metal

glazed aluminum storefront

metal panel

brick veneer

fiber cement siding

T&G wood siding

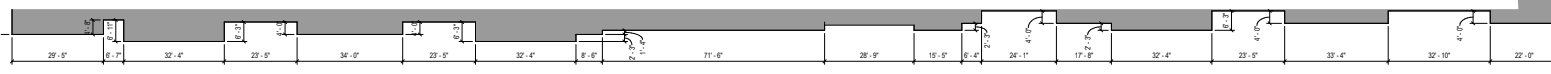
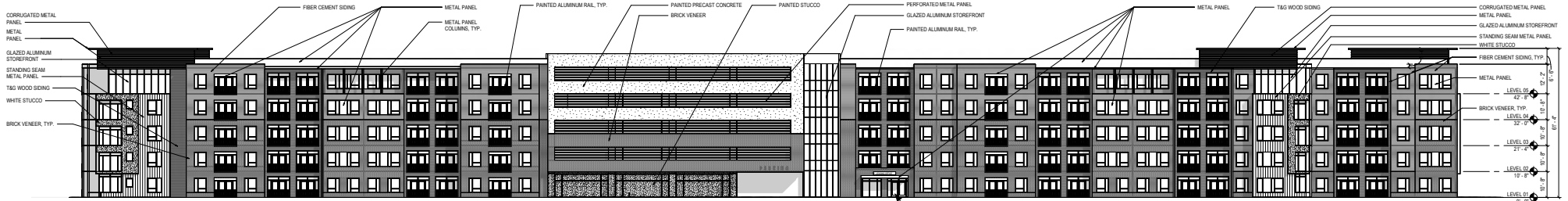
standing seam metal panel

painted precast concrete

stucco

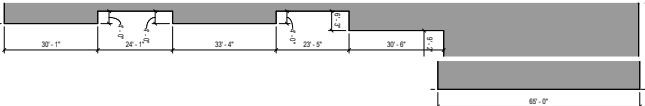
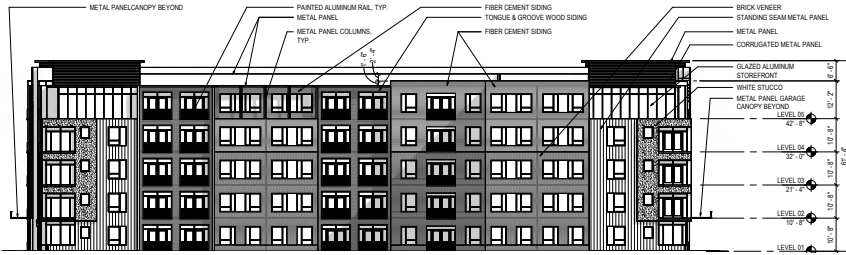
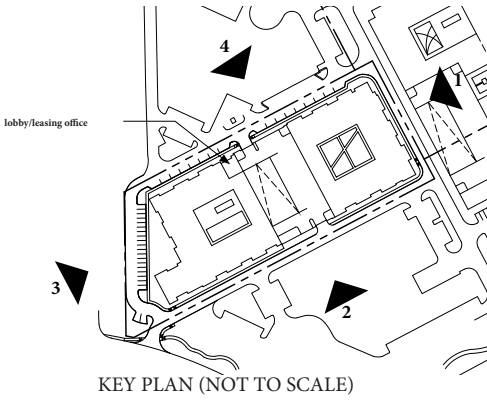
not for regulatory use, permitting, or construction

# BUILDING 1 ELEVATIONS



North Elevation	
Brick	27%
Stucco	7%
Metal Panel	17%
Fiber cement siding	28%
Painted Concrete	10%
Perforated Metal	11%

4- north elevation scale: 1" = 40'



West Elevation	
Brick	32%
Stucco	5%
Metal Panel	34%
Fiber cement siding	29%

3- west ELEVATION scale: 1" = 40'

Number of Garage Levels: 6



not for regulatory use, permitting, or construction

# BUILDING 2 REFERENCE IMAGERY



Waterview MXU

Richardson, TX | September 6, 2022



**BUILDING 2 REFERENCE IMAGERY**



**Waterview MXU**

Richardson, TX | September 6, 2022

# BUILDING 2 REFERENCE IMAGERY



STREET VIEW  
Waterview MXU

Richardson, TX | September 6, 2022



# 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
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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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# Table of Contents

<b>1. Introduction</b>	pg 1	<b>2. Overview</b>	pg 4	<b>3. Campus Framework</b>	pg 11	<b>4. Development Plan</b>	pg 28
Foreword		Process		Existing Campus		Illustrative Plan	
Purpose of Master Plan Update		Space Needs Assessment		Building and Land Use		New Building Program	
		Projected Program		Circulation		New Open Spaces	
		Campus Plan Strategies		Open Space		Long-Term Growth	
				Sustainability and Resilience		Implementation	

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.

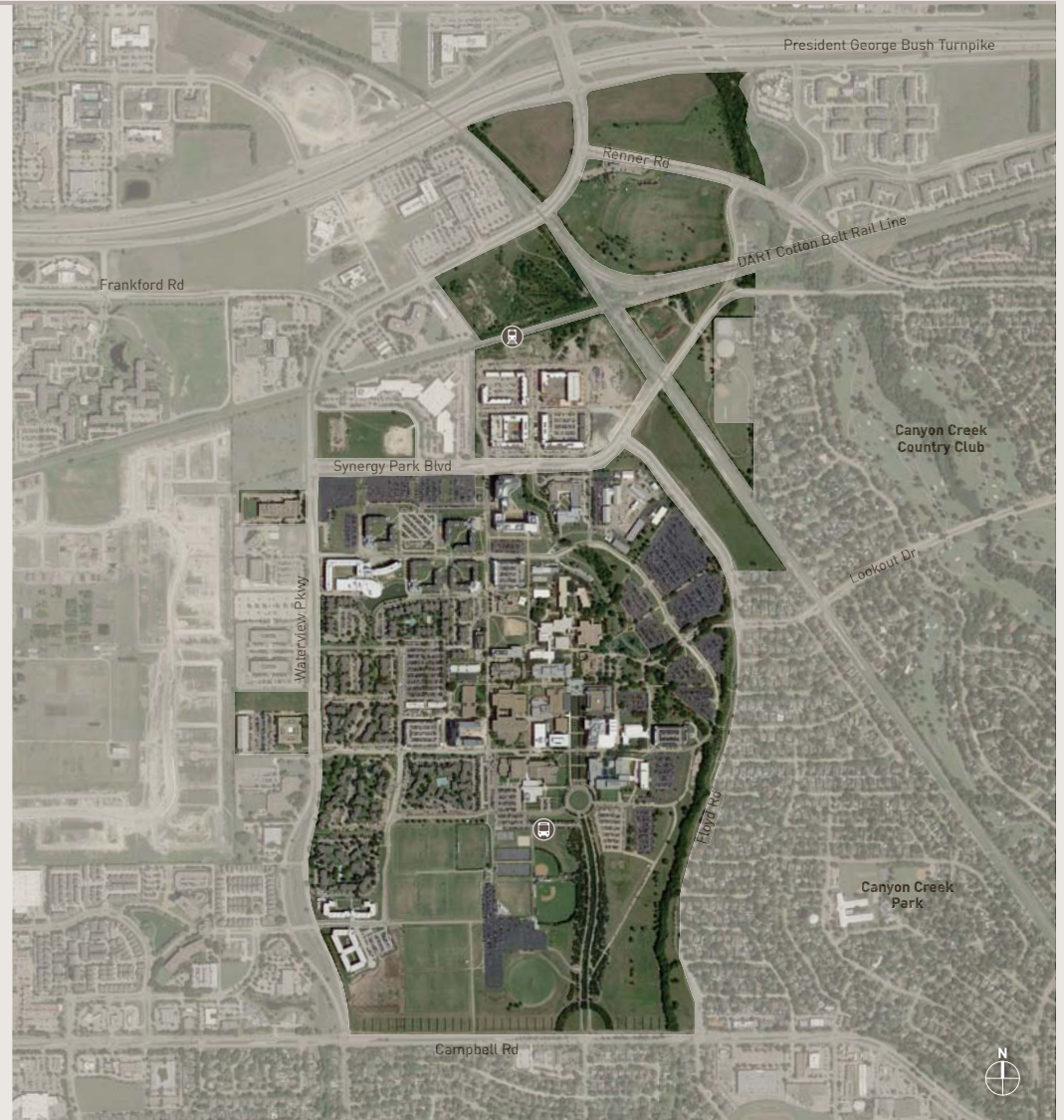
To review an electronic version of this Master Plan Update and any current addendums please visit:  
<https://www.utdallas.edu/masterplan/>



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

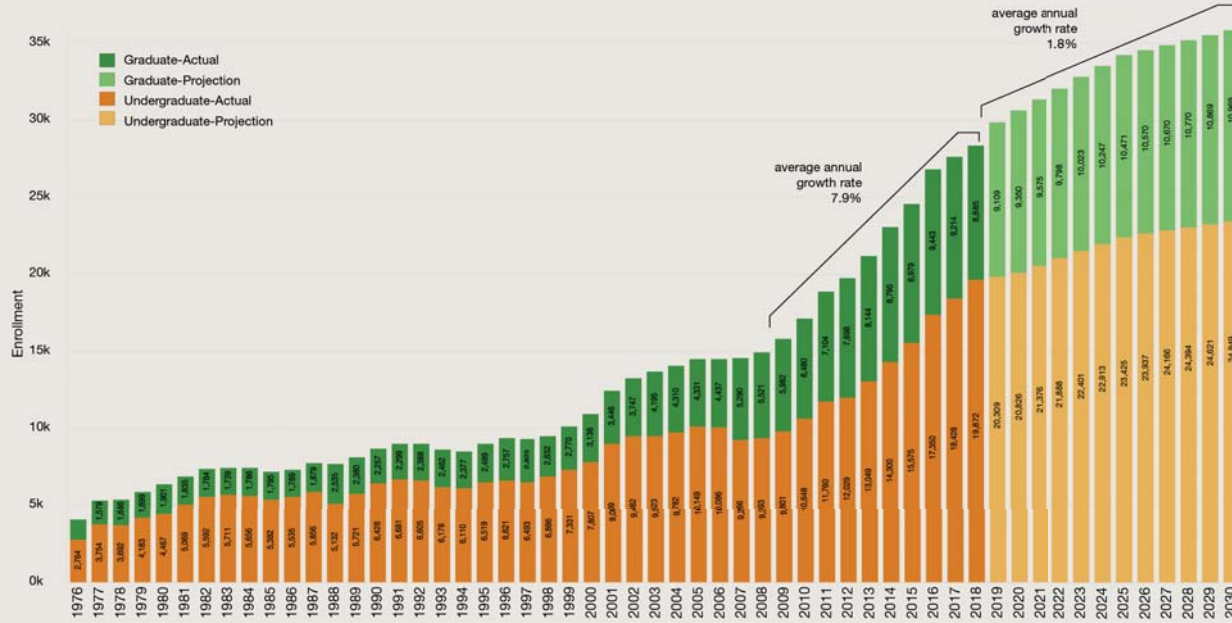
# Space Needs Assessment Methodology

**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

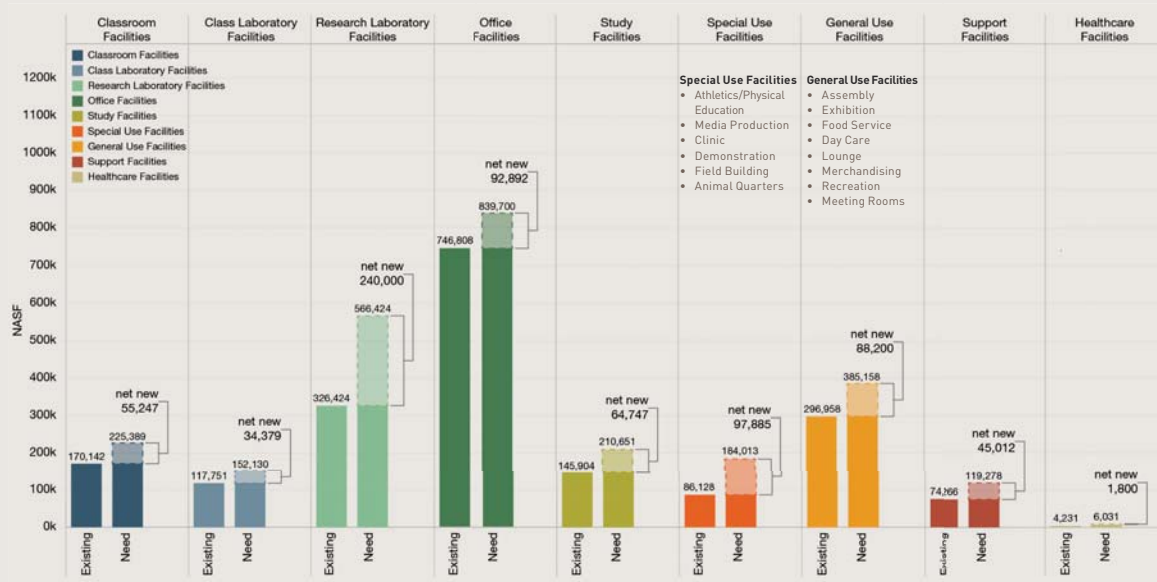


**Enrollment projections are crucial for staffing, budgeting and classroom allocations as institutions rely on these numbers to anticipate future needs and plan accordingly.**

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.

---

# 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: Google Maps / June 2018.



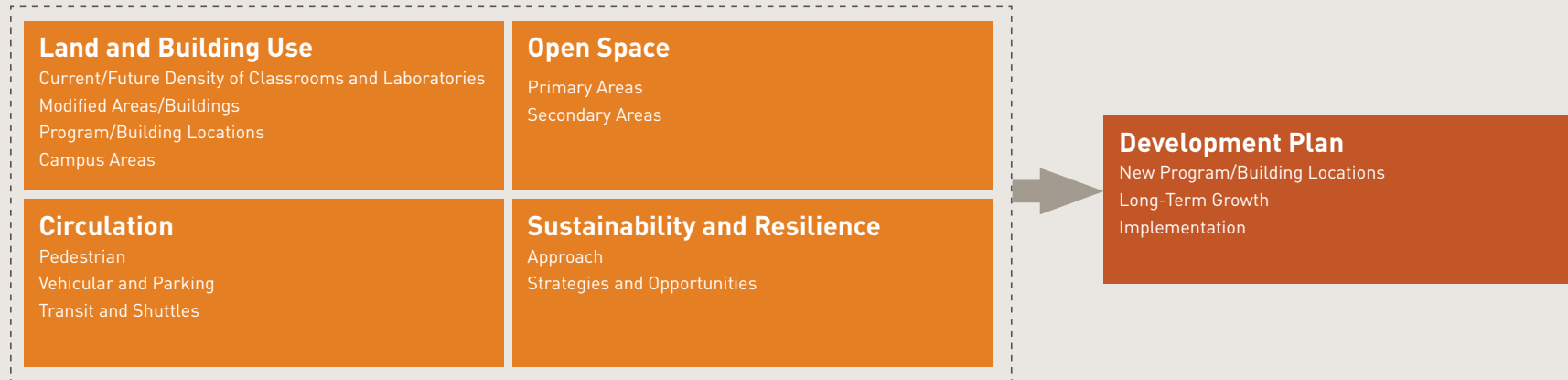
Image: Aerial image of UTDallas from 2016.

# 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

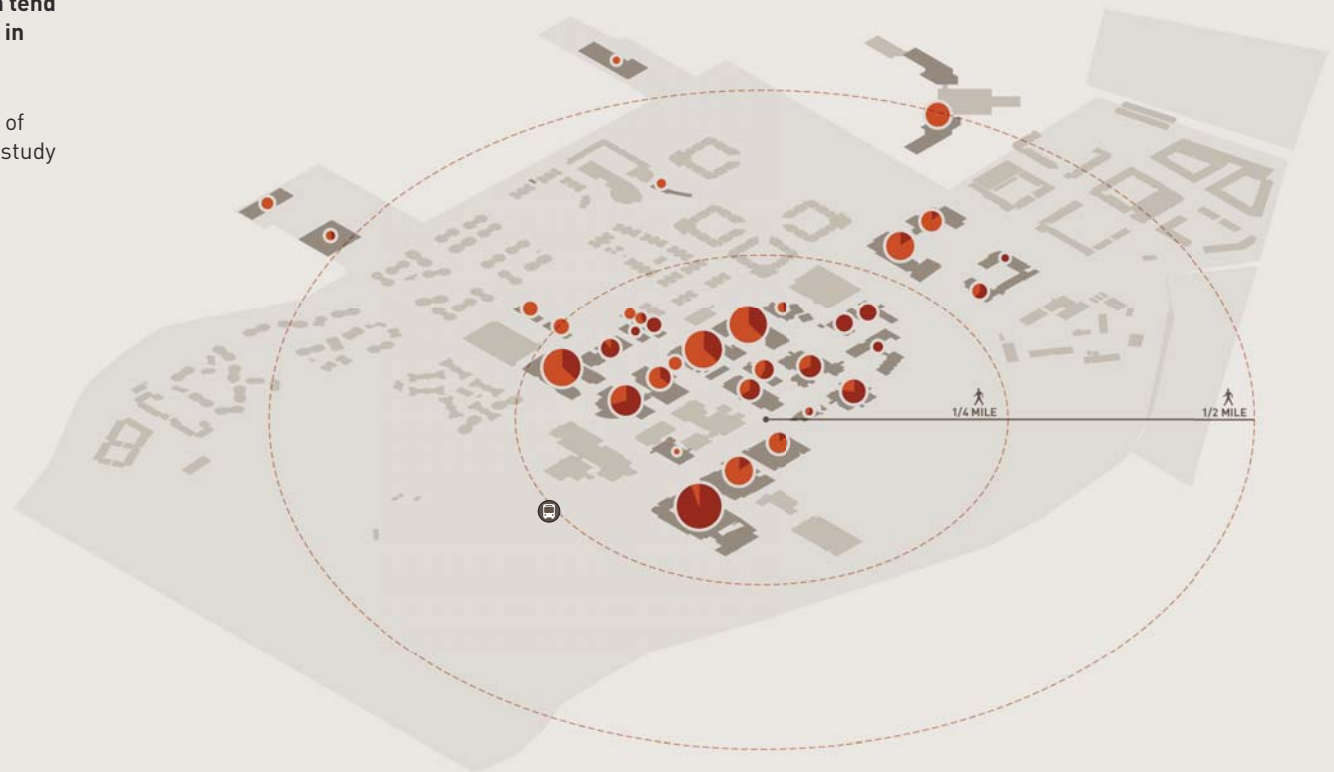


# Land and Building Use

## 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.











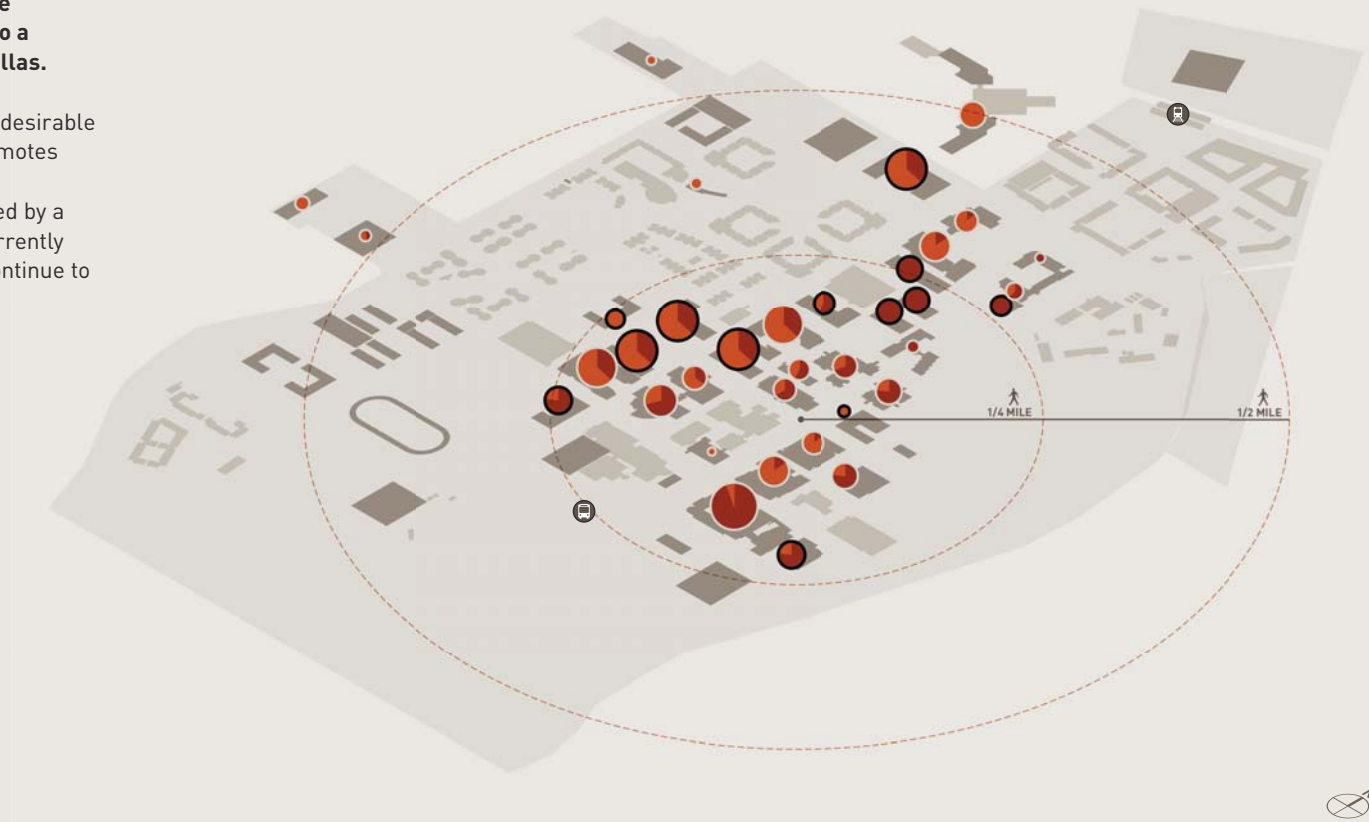
# Land and Building Use

## 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

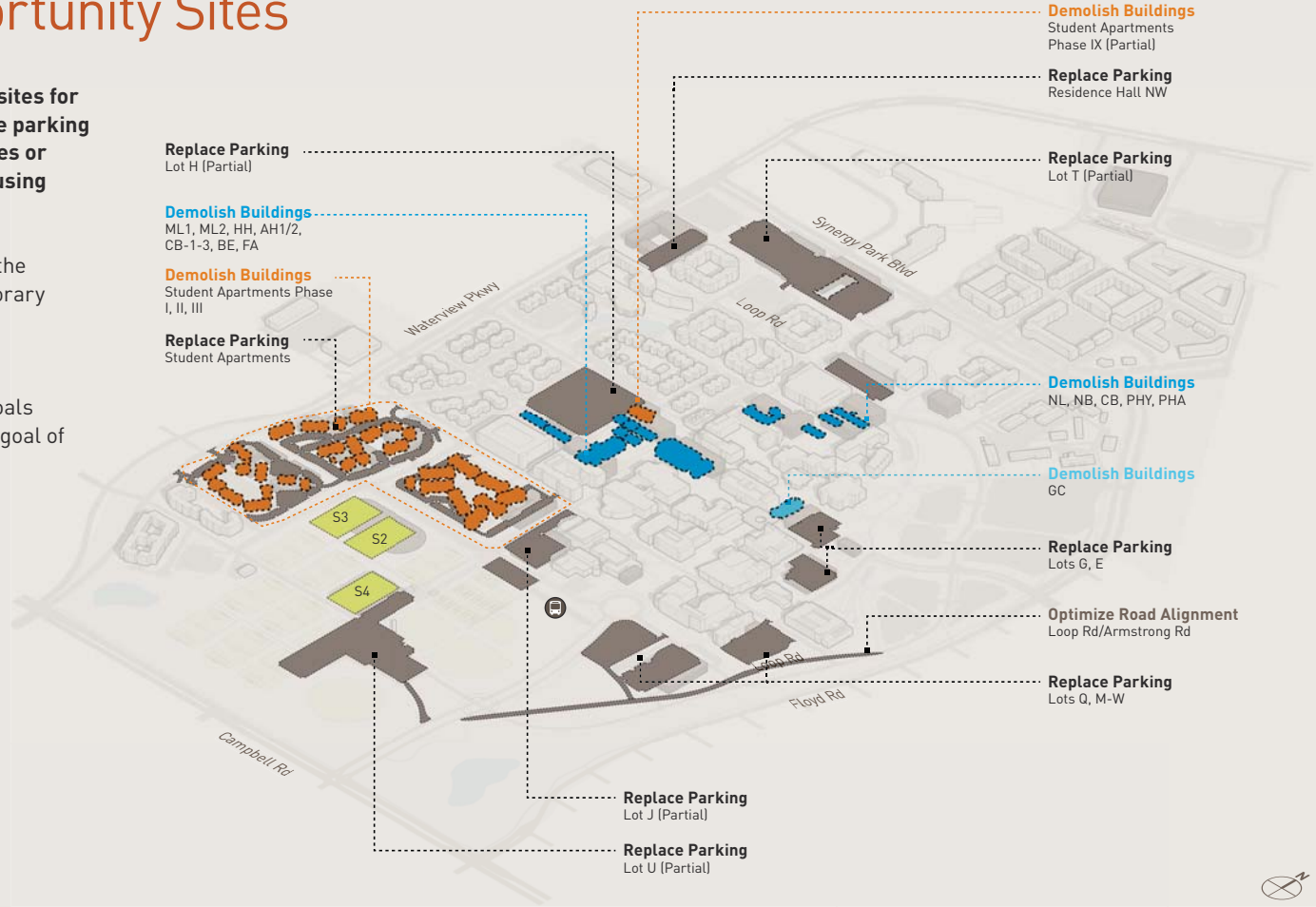


# Land and Building Use Modified Areas/Opportunity Sites

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.





# 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 Hobbeltzelle 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>

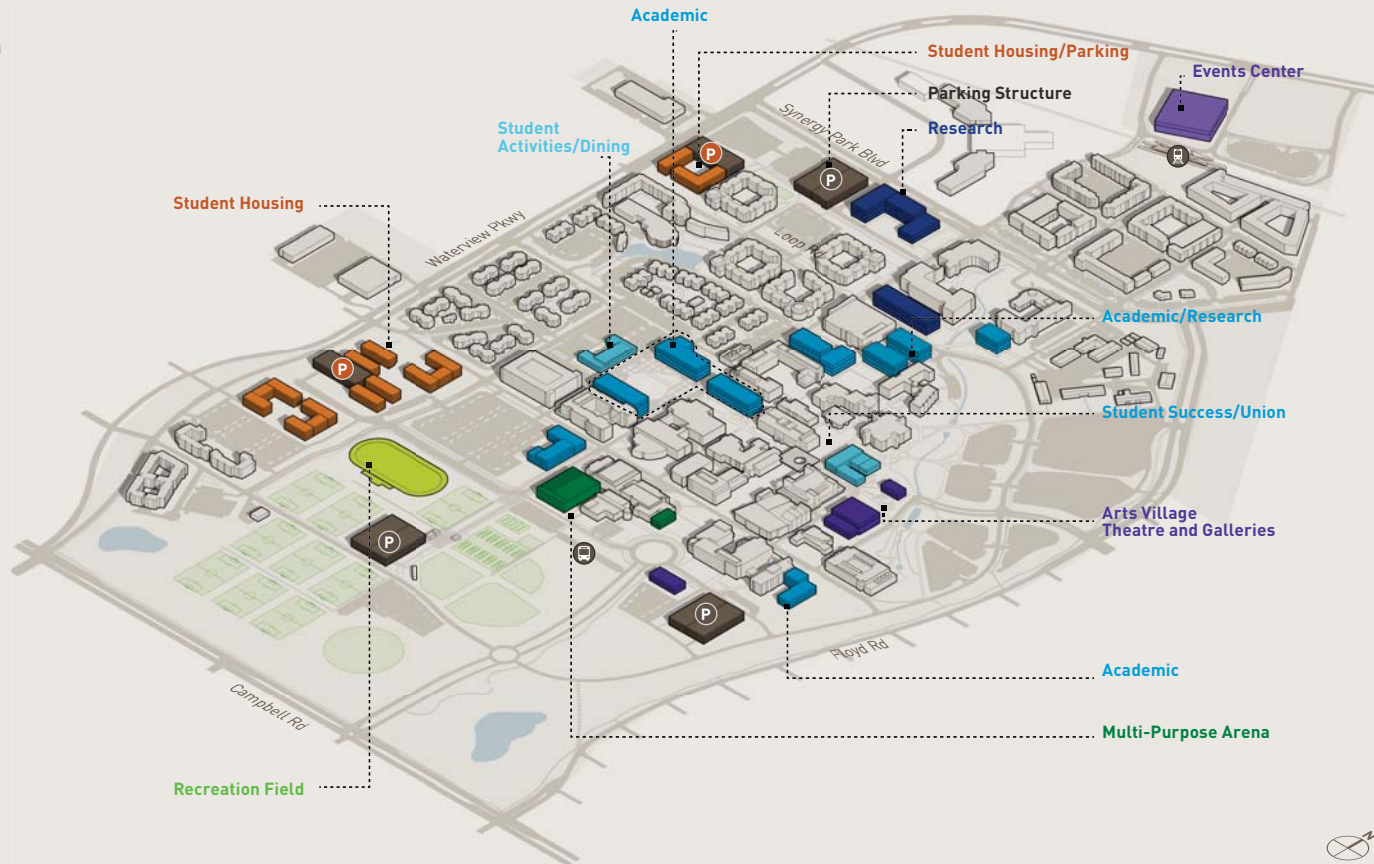
# Land and Building Use

## 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
-  DART Station
-  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.

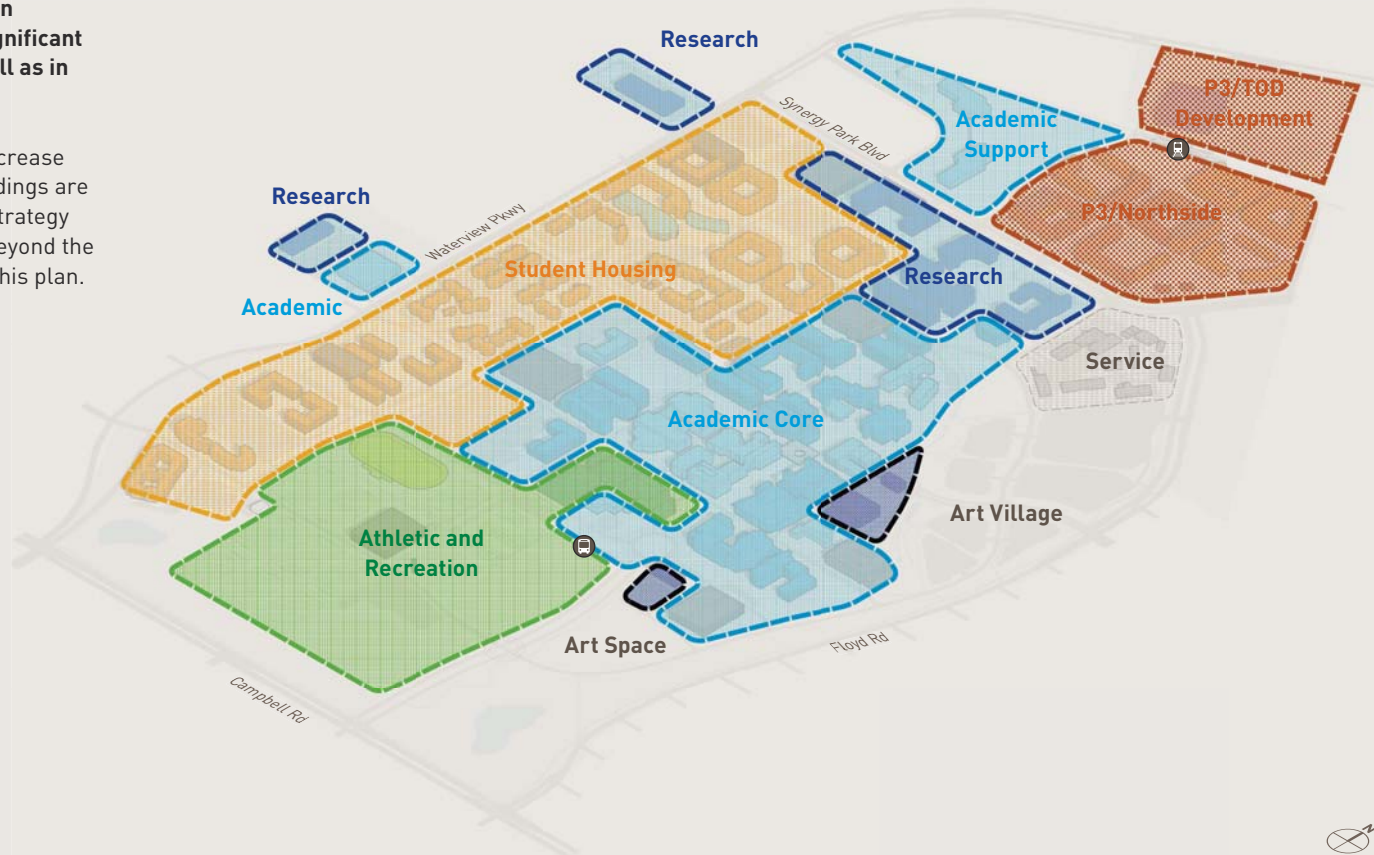
- Service
- Events
- P3/Northside/TOD
- Parking Structure
- Student Housing
- Research
- Academic/Research
- Academic/Student Success
- Arts
- Athletics/Recreation
- Athletic/Recreation Field
- P DART Station
- B Bus Station



# 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

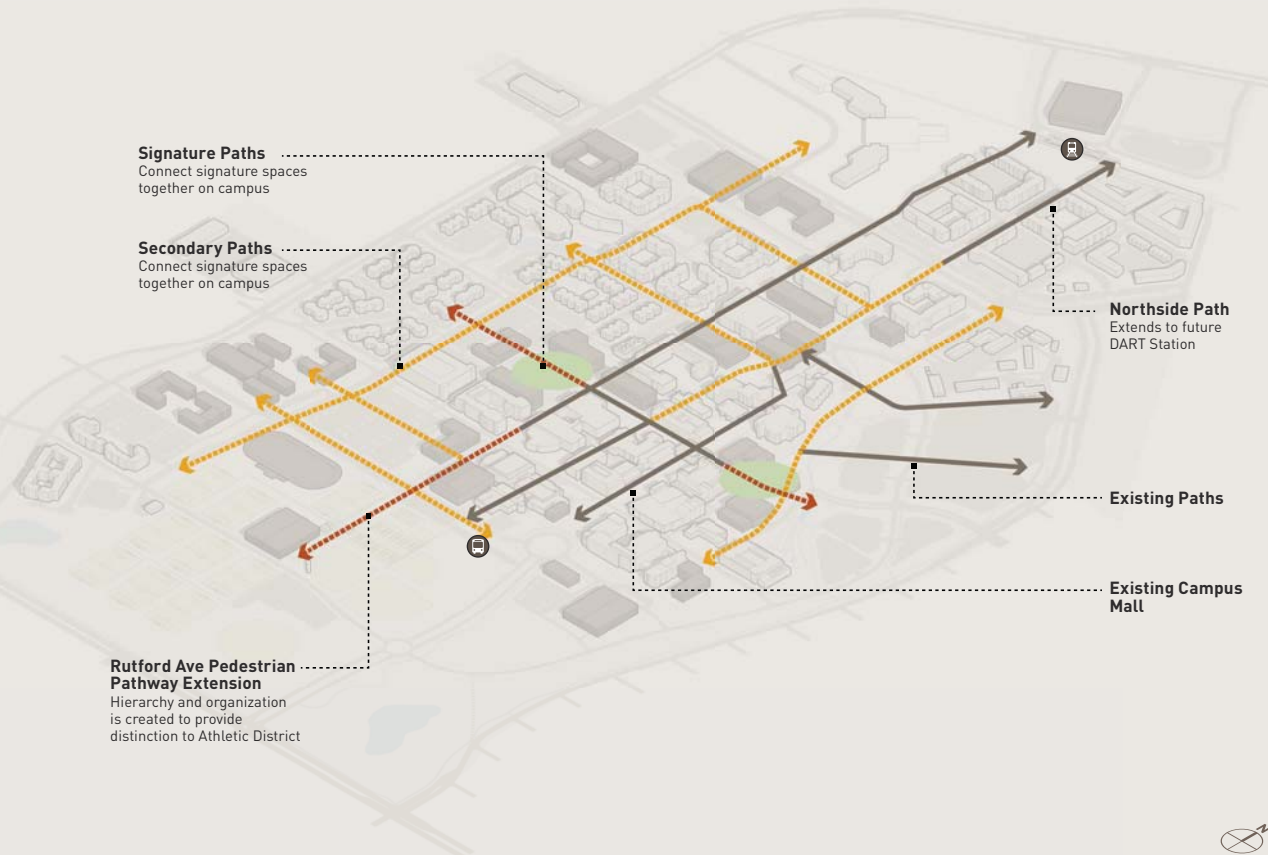
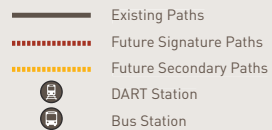
- UTDallas' service area provides administrative and storage space for construction, renovation, maintenance, repair, utilities, grounds' care, custodial, trash, and recycling and other services for University buildings and facilities.
- The goal of the entire Facilities Management department is to create 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.












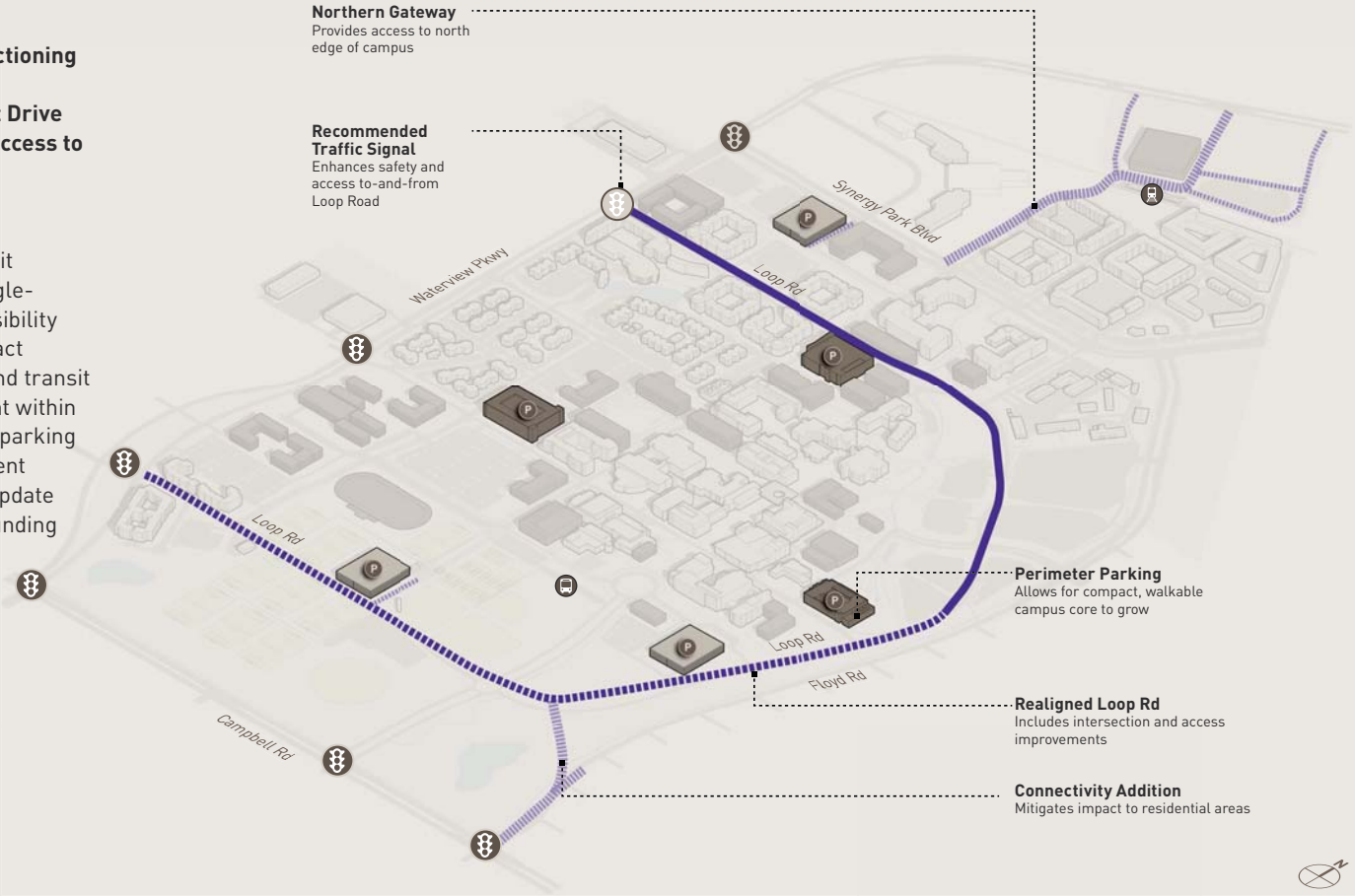
# Circulation

## 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

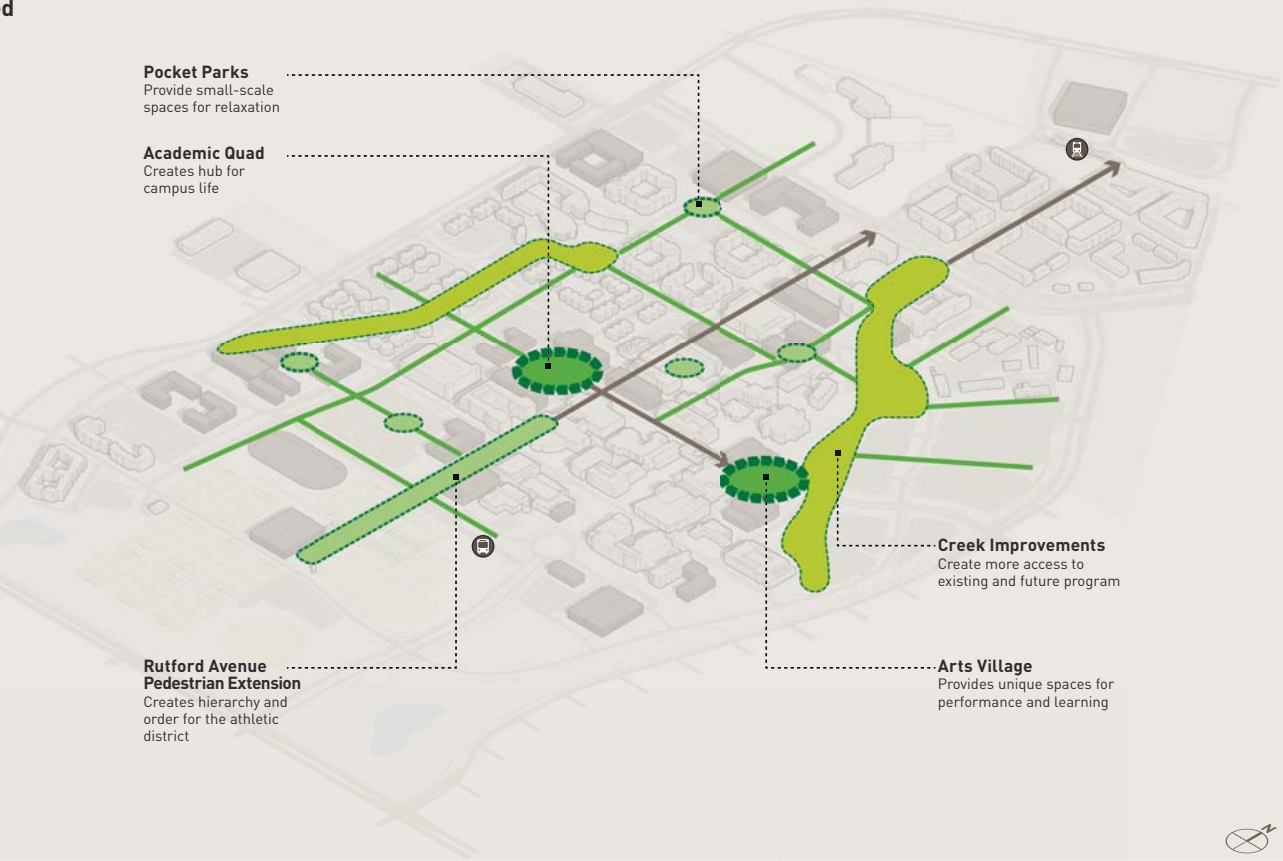
## Primary & Secondary Areas

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.

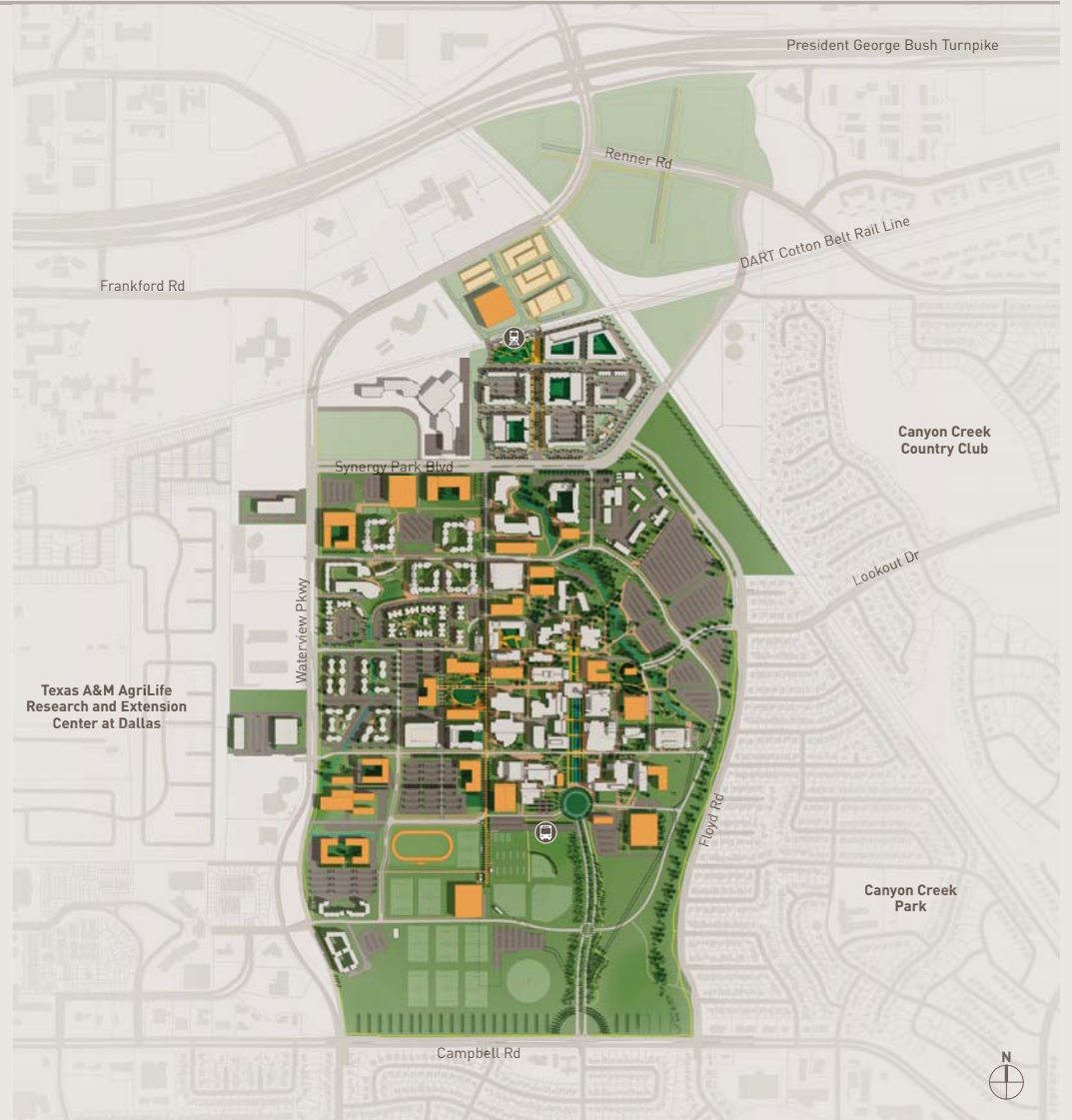
An aerial photograph of a campus, likely The University of Texas at Dallas, showing a winding river, various buildings, and parking lots. The entire image is overlaid with a semi-transparent orange color.

# 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.

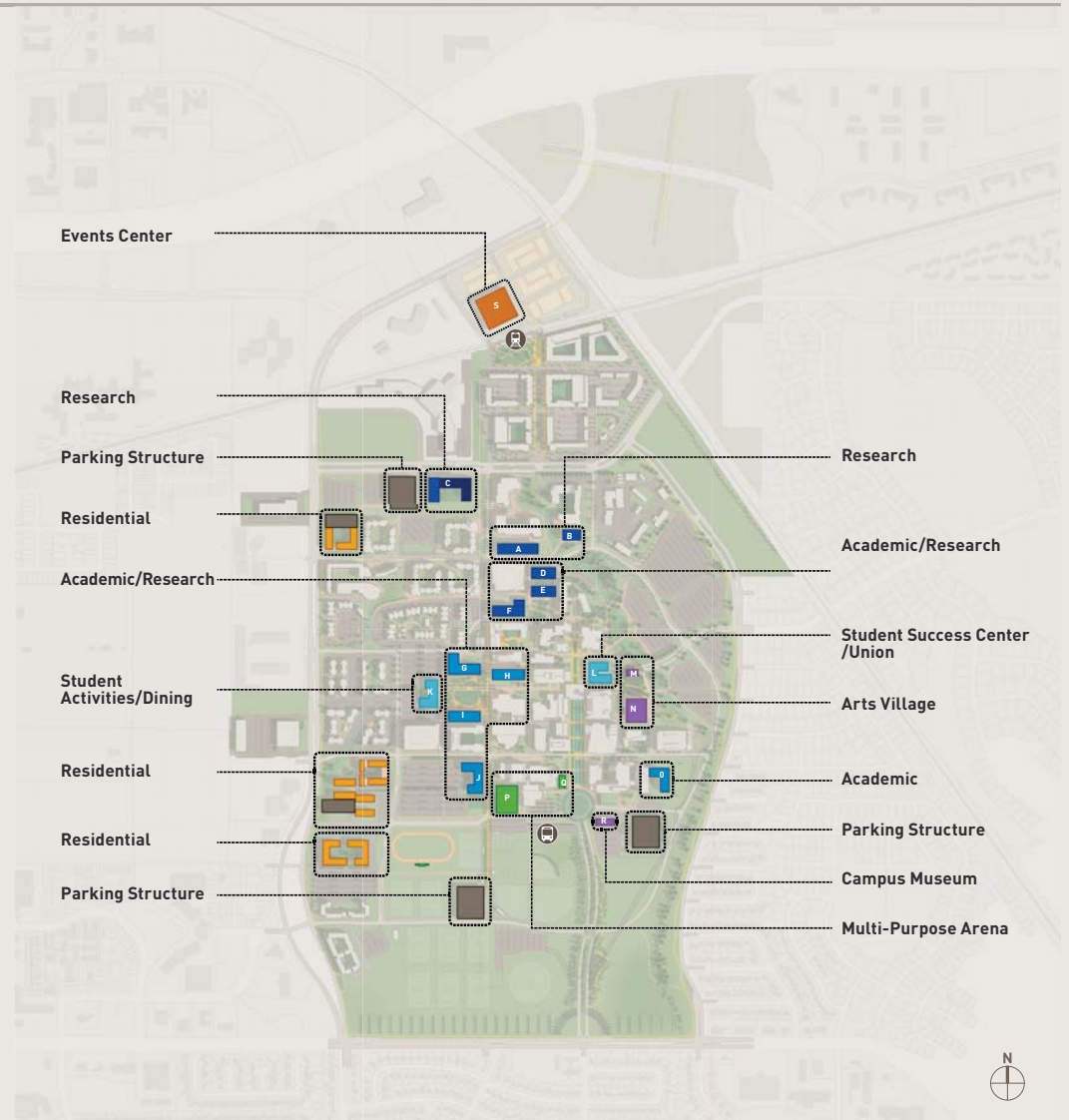
-  Main Campus
-  North Campus
-  Existing Buildings
-  Future Buildings
-  DART Station
-  Bus Station



# New Building Program Locations

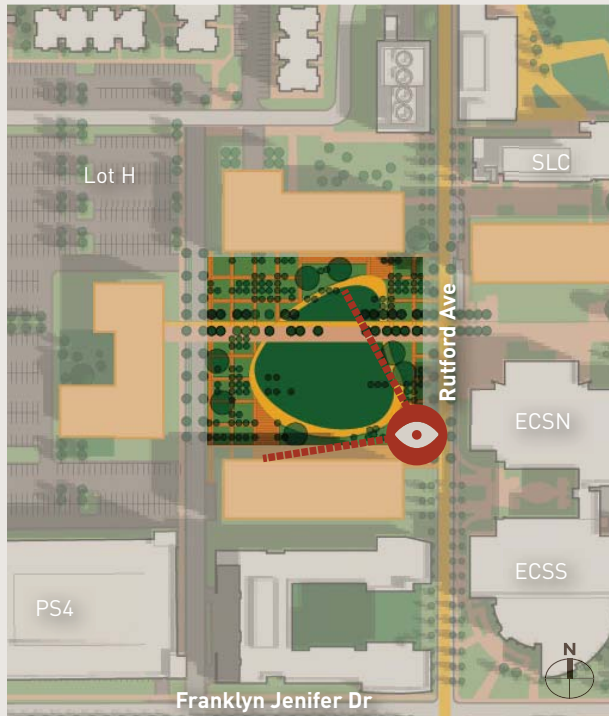
The campus capacity analysis identified areas on the main campus and proposes the locations shown here to accommodate 30,000 FTE/35,000 head count that includes a total of approximately 1,107,942 GSF of academic and administrative, library and study space, student life, and residential space including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

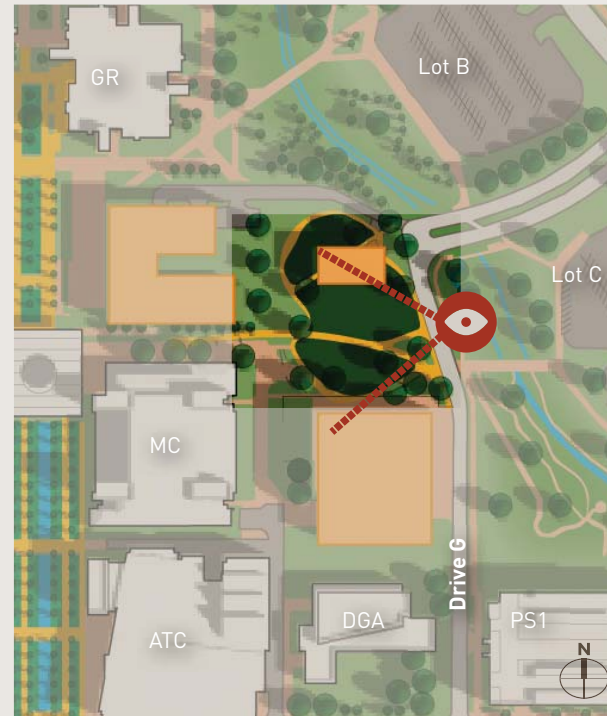
## Academic Quad



**AC PROGRAM**

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

## Arts Village

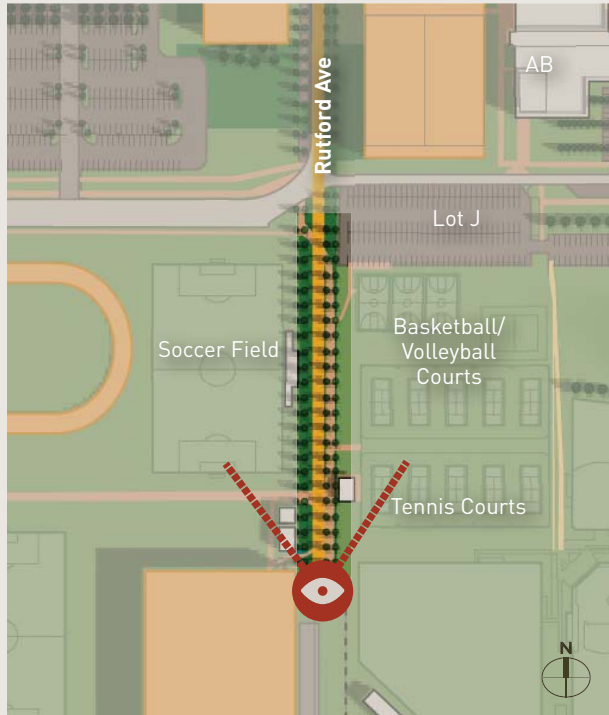


**AC PROGRAM**

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

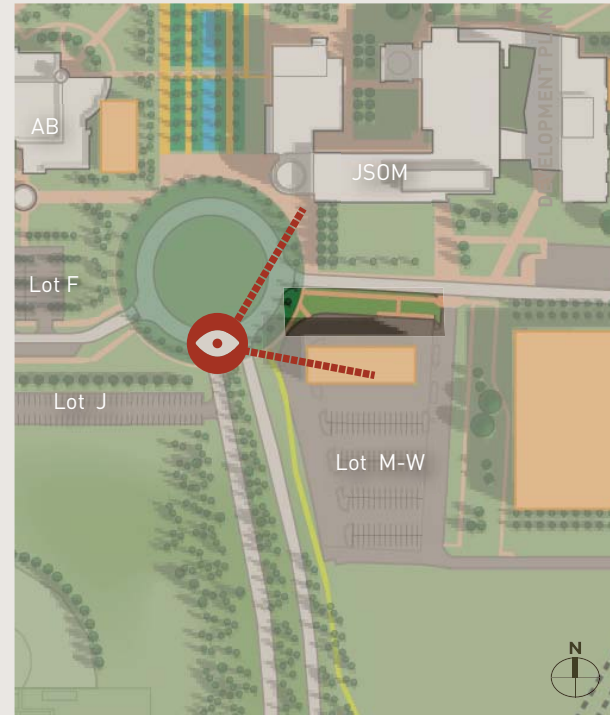
# New Open Spaces Details

## 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.





**Applicant Statement**  
**Alta Terra - Waterview Mixed Use Development**

On behalf of George Bush Highway Investment, LLC/Affordable Space Rental 2018, LLC, Maxwell Fisher of ZoneDev requests approval of a change of zoning to a Planned Development District to accommodate a mixed-use development on a 13-acre site, northeast of Frankford Road and Waterview Parkway. The proposed masterplan includes the following components:

Subarea 1, (3.89 acres):

Alta Terra, a nationally recognized, luxury builder of student housing, proposes a five-story 171-unit multi-family residential structure with a six-level parking garage. As a prolific developer and operator of student housing, Alta Terra would deliver a key residential component and catalyst for Synergy Park. Establishing residential development and critical mass on Subarea 1 will support Subarea 2 uses while expanding student housing options and capacity for the surrounding community. A private shuttle service will shuttle residents to and from the campus.

Subarea 2, (9.13 acres):

Subarea 2 would be developed with a five-story 340-unit multi-family residential structure with a five-level parking garage. The residences would cater to young professionals as a transition from student housing to a more conventional multi-family arrangement. The ground floor facing south would be designed "retail ready" to accommodate both retail open to the public and co-working space. There would be five residential ground floor units facing north designed as live-work units.

A 4-story boutique hotel is planned on the southern sector along Waterview Parkway. The hotel would cater to University and office visitors, students, parents of students and non-students who will take advantage of good highway access, great proximity to UTD, and on-site, conveniently located restaurants and other amenities. The open space between the hotel and Subarea 2 residential, in connection with the adjacent driveway, is designed to accommodate events, yard games, or other recreational activities. The curb-less pavement south of Subarea 2 residential will allow flexibility to close and transform the "street" for festivals or other planned recreational activities.

Two stand-alone one-story retail buildings, approximately 4,100- and 6,000-square feet respectively, are planned east of the residential mixed-use building. These buildings would likely be built once both phases of residential are established after which residents, office patrons and others from the community would support additional restaurant and retail options.

Phasing: The proposal includes phasing commitments to ensure balanced development. The development team asks that the city allow construction and occupancy of the student housing in Subarea 1 to establish critical mass and accommodate Alta Terra. There is interest from a boutique hotelier in Subarea 2, but that interest is dependent on an established residential development prior to the start of hotel construction. The hotelier would rely on both a critical mass and presence of residents, but also a restaurant as a hotel amenity as part of the mixed use residential in Subarea 2. Construction on adjacent property at the opening of the hotel operation also would put the hotelier at a disadvantage due to trying to rent hotel rooms next to a construction project. Timing the phasing correctly is key to the successful overall development.

Moreover, developing Subarea 1 will have no bearing on the balance of development that would occur on the northern, interior, or southern segments along Waterview Parkway. The "western leg" is hemmed in by existing development to the north, south, and west, and it has the least amount of

visibility, direct access, and street frontage compared to the remaining parcels which have PGBT and Waterview Parkway frontage.

Subjecting phase 1 residential to hotel performance compromises initiation of the masterplan. Nonetheless, the development team is fully committed to non-residential development connected to the Subarea 2 mixed use residential building. The team can commit to securing a certificate of occupancy for the hotel prior to issuance of a certificate of occupancy for Subarea 2 residential. This allows the development to be market driven, and developed organically, providing a better opportunity for the best development and end users, while balancing non-residential with residential.

The development team is excited to bring this concept to fruition. The proposal optimizes development opportunities on a challenged mid-block infill site hemmed between aging and under occupied office buildings, in an ever evolving and disruptive office market. The masterplan will truly compliment the TOD core developing to the southeast. We respectfully ask city leaders for approval.



# Notice of Public Hearing

## City Plan Commission

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

### Planned Development

**File No.:** ZF 22-11  
**Applicant:** Maxwell Fisher, ZoneDev  
**Location:** (See map on reverse side)  
**Request:** **ZF 22-11 Planned Development – Waterview Mixed Use:** Consider and act on a request to rezone approximately 13.03 acres located between Waterview Parkway and President George Bush Highway, east of Frankford Road, from TO-M Technical Office and PD Planned Development to PD Planned Development to allow development of up to 511 apartment and live/work units, a limited-service hotel and up to 19,000 square feet of retail space. Owner: Mehrdad Mazaheri, George Bush Highway Investment, LLC and Affordable Space Rental 2018, LLC. Staff: Chris Shacklett

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

**TUESDAY, OCTOBER 18, 2022**  
**7:00 p.m.**  
**Richardson ISD Administration Building**  
**400 S. Greenville Avenue**  
**Richardson, Texas 75081**

*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 will be allocated a maximum of 5 minutes each to address the City Plan Commission to express whether they are in favor or opposed 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>.

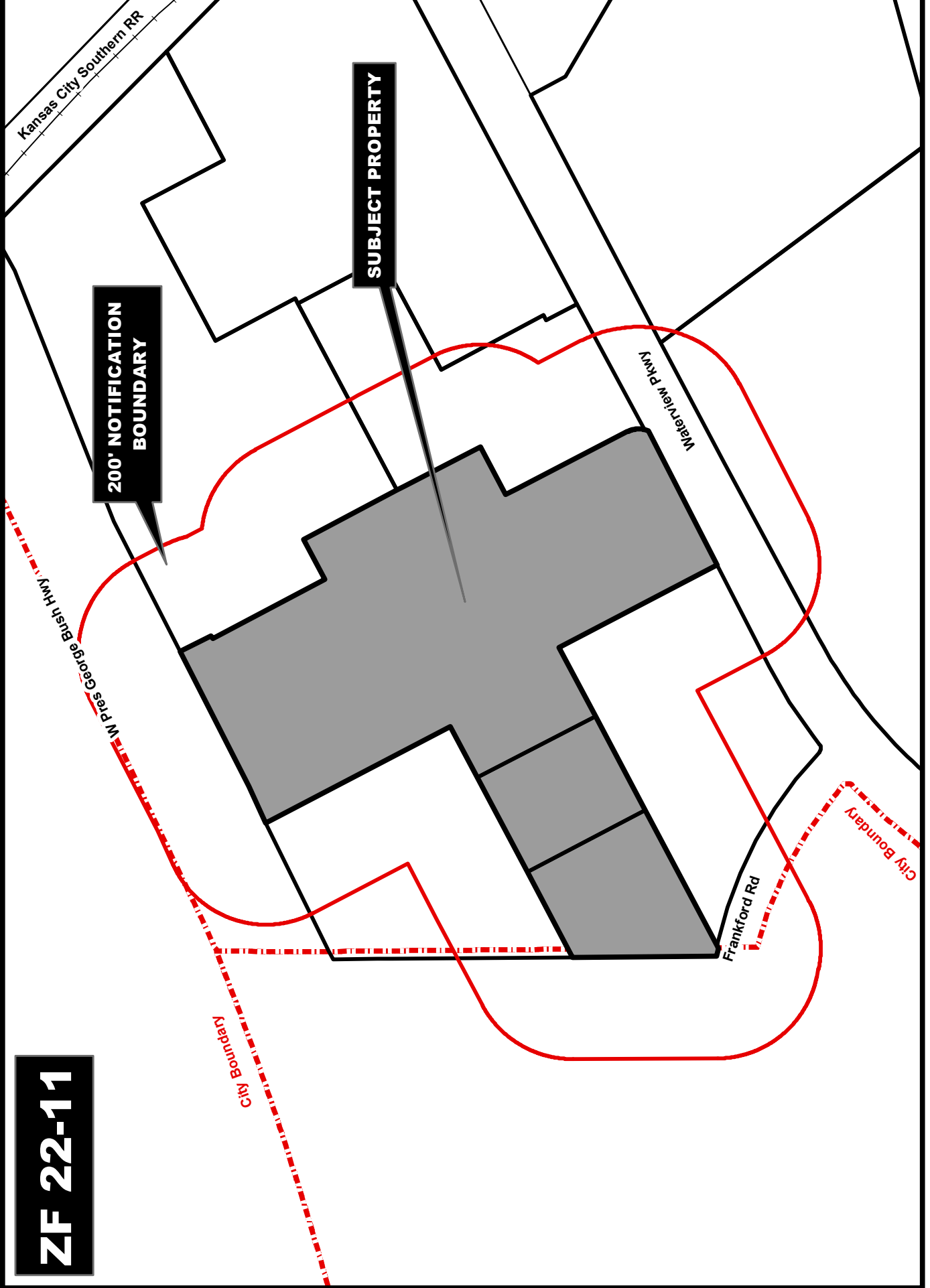
*The City Plan Commission may recommend approval of the request as presented, recommend approval with additional conditions, or recommend denial. Final approval of this application requires action by the City Council.*

**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 22-11.

Date Posted and Mailed: October 7, 2022

**ZF 22-11**



**ZF 22-11 Notification Map  
Planned Development  
Waterview Mixed-Use**



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.

3400 WATERVIEW LLC  
16250 KNOLL TRAIL DR STE 210  
DALLAS, TX 75248

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 752525400

AFFORDABLE SPACE RENTAL 2018 LLC  
670 W CAMPBELL RD STE 100  
RICHARDSON, TX 750803358

**MEHRDAD MAZAHERI**  
**670 W. CAMPBELL RD, STE 100**  
**RICHARDSON, TX 75080**

BOARD OF REGENTS OF THE UNIV. OF TEXAS SYSTEM  
OFFICE OF GENERAL COUNSEL- REAL ESTATE OFFICE  
210 W 7TH ST  
AUSTIN, TX 78701

TR RICHARDSON IRF LLC c/o LPC REALTY  
ADVISORS I LP  
120 N LA SALLE ST STE 2900  
CHICAGO, IL 60602

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

PLANO ISD-SUPT OF SCHOOLS  
2700 W. 15<sup>TH</sup> STREET  
PLANO, TX 75075

**MAXWELL FISHER**  
**ZONEDEV**  
**2502 GRANDVIEW DR**  
**RICHARDSON, TX 75080**

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

AFFORDABLE SPACE RENTAL 2018 LLC  
670 W CAMPBELL RD STE 100  
RICHARDSON, TX 750803358

CITY OF DALLAS  
PLANNING & URBAN DESIGN DEPT  
1500 MARILLA STREET, ROOM 1FN  
DALLAS, TX 75201

**ZF 22-11**  
**WATERVIEW MIXED-USE**