University of Texas at Dallas
City of Richardson

UTD North Campus TOD
and
Downtown Denton TOD

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Supporting Data:
1. Concepts in Transit Oriented Development (TOD)
2. Opportunities and Constraints Analysis

Planning and Design:
3. University of Texas at Dallas; Richardson, TX
4. Downtown Denton, TX
5. Q&A
Project Objectives

UTD
- Become one of the great universities of the world
- Become a Top Tier Research University
- Connect the University to DFW and the world
- Increase faculty and student size / expand facilities
- Expand Research and Development
- Seek ROI from Land Holdings

City of Richardson
- Promote and Support Economic Development
- Establish Station Location and Public Infrastructure Requirements
- Establish a University Station Identity
- Improve “Quality of Life”
- Provide Entitlements

DART
- Provide Express Rail Service to DFW Airport
- Accommodate Access/Parking

Stakeholders / Community
- Leverage Transit Access / Activity
- Leverage Value of Property
Project Issues

Station Development
• Pedestrian linkages to future KCS station
• Pedestrian linkages to campus & neighborhoods
• Public open space
• Station bus access and parking
• Pedestrian crossing of Cotton Belt rail alignment

Development Issues
• Compact mixed-use environment
• Street grid integrated with pedestrian paths
• KCS/Cotton Belt noise impacts on land use
• Market feasibility and absorption
• Public/Private Partnership opportunities
Principles of TOD

- Moderate to High Density
- Mixture of Land Uses
- Destinations within an Easy Walk – ¼ mile walking radius (15 minutes)
- Design for the Pedestrian
- New Construction or Redevelopment

TOD is the by-product of a coordinated and participatory transportation and community planning process where transit decisions are made in conjunction with decisions on land use and other transportation investments.

Medium to High Density Mixed Use
Ground Level Retail
Transit Stop
Pedestrian Oriented Streets
TOD Concepts

- Land Use & Density Consistent with Guiding Principles
  - Building Height
  - Setbacks
  - Massing
  - Activity Centers
  - Density
- North Campus Expansion Concept
- Development Alternatives

- Campus Transit Village Land Uses
  - Research & Development
  - Faculty / Graduate Student Housing
  - Event / Conference Center
  - Student Entrepreneur Lofts
  - Live / Work Environment
  - Retail / Entertainment
Task 1: Analysis

Project Initiation/Data Collection

Determine Parking Requirements
Understand the Project Area
Review Land Use Plans
Identify Proposed Projects
UTD Master Plan Update
City of Richardson Trails
Document Existing Zoning
Document Traffic/Circulation Issues
Document Thoroughfare Plans
Identify Neighborhood Issues
Station / Parking Requirements
UTD Pedestrian Paths
Task 1: Analysis

Existing Campus
Task 1: Analysis

Station Area
Task 1: Analysis

Existing Campus Station Area Vehicular Access
Task 1: **Analysis**

Existing Campus Station Area Vehicular Access Primary Gateways
Task 1: Analysis

Existing
Campus
Station Area
Primary Gateways
Vehicular Access
Secondary Gateways
Task 1: Analysis

Existing Campus Station Area
Primary Gateways Vehicular Access
Secondary Gateways Trails / Bikeways
Task 1: Analysis

Existing
Campus Station Area
Primary Gateways
Vehicular Access
Secondary Gateways
Trails / Bikeways
Pedestrian Linkages
Task 1: Analysis

Existing
Campus
Station Area
Primary Gateways
Vehicular Access
Secondary Gateways
Trails / Bikeways
Pedestrian Linkages
Circulator Linkages
Project Vision

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Revised TOD Concepts
Vehicular Access Alternatives

Options
- Mall and Tunnel
- Mall and Underpass
- Mall and West Gateway
Vehicular Access Alternatives

Mall & Tunnel Concept
Vehicular Access Alternatives

Mall & Underpass Concept
Land Use Concepts

Options for Land Use Pattern
- Mall and Tunnel
- Mall and Underpass
- Mall and West Gateway
Land Use Concepts

Mall & Tunnel Concept
Land Use Concepts

Mall & Underpass Concept
Land Use Concepts

Mall & West Gateway Concept
Composite Hybrid Plan

Overview
- Pedestrian Mall
- Linkage with UTD
- TOD grid pattern
  streets (implementation flexibility)
- Northern UTD gateway
- Synergy Traffic Circle
- Employment pattern
  of development along PGBT
- Event Center
- Parking garage/shared use
- Hotel
- Multiple residential products
- Mixed use along Mall
- Iconic transit station
Composite Hybrid Plan
Modified Mall with Underpass

Office
Research
Multi-family / Hotel
Event Center
Mixed Use
Pedestrian Mall
Administration Building
The TOD Master Plan is intended to illustrate the framework of streets, pedestrian ways, open space, proposed land uses and related density. This primary development area will shortly become the generator or new redevelopment and pedestrian activity. As the area expands through infill development, it will connect with the historic Downtown Square along Hickory Street.

Generally the plan provides for:

- New housing choices and types in downtown
- Access to expanded transit connections via rail and bus
- New mixed use development
- Arts district type development along Hickory
- Pedestrian friendly streets
- Ample parking
- Public venues
- Expansion opportunities for City Hall East
- Limited large retail services
- Trails and parks for the community
Three-dimensional massing studies were developed to illustrate the scale and massing of the proposed TOD Master Plan. Highest density development is located immediately adjacent to the station with lower scale development in the form of townhomes providing scale transition at residential neighborhoods to the east.

Proposed infill development west of the station area is shown to be compatible with the scale of the existing historic context of Hickory Street.
Districts within the TOD Plan are critical to define the primary land use type and market of each area. Each district has a primary focus, while all districts are linked together with pedestrian scaled streets with urban design amenities.

The seven (7) districts and their development focus are as follows:

- Transit Station
  - Mixed Use/Residential
- Civic East (municipal)
- Transit Station (DCTA)
- Hickory Street
  - Arts Walk District
- Event District
- Mixed Use – North
- Mixed Use – South
Enlarged Plan Overview - East

Development
- Mixed-use neighborhood south of Hickory St. with neighborhood serving retail at ground floor along specific street corners.
- Expanded civic/municipal uses for City Hall East
- DCTA Transit Center and Station
- Parking garages to support added density and development

Urban Design Features
- Streetscape treatment along Hickory St. creating a pedestrian scaled retail street for commercial development.
- Linear pedestrian trails connecting this TOD with City and adjacent neighborhoods.
- Transit station gateway feature
- Railroad Ave. streetscape
Enlarged Plan Overview - West

Development
- Residential housing south of Mulberry St.
- Neighborhood serving retail east of Bell Ave.
- Arts District adaptive reuse along Hickory St.
- Arts District event development north of Hickory east of Bell St.
- Townhomes along Prairie St.
- Parking garages to support added density and development

Urban Design Features
- Streetscape treatment along Hickory St.
  - creating a pedestrian scaled retail street for commercial development.
- Railroad Triangle Park (limited access points)
Questions and Discussion

1. Questions