



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

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# A. Prior Plans

# Current & Previous Plans

## UT-Dallas Physical Plans

2008-2050 Campus Site Development Plan

2003 Campus Master Plan Update

1994 Campus Master Plan Update

1971 Campus Development Plan

## UT-Dallas Strategic Plans

2018-2023 Capital Improvement Program

2017 Creating the Future: Our Plan

## Regional/Local Plans

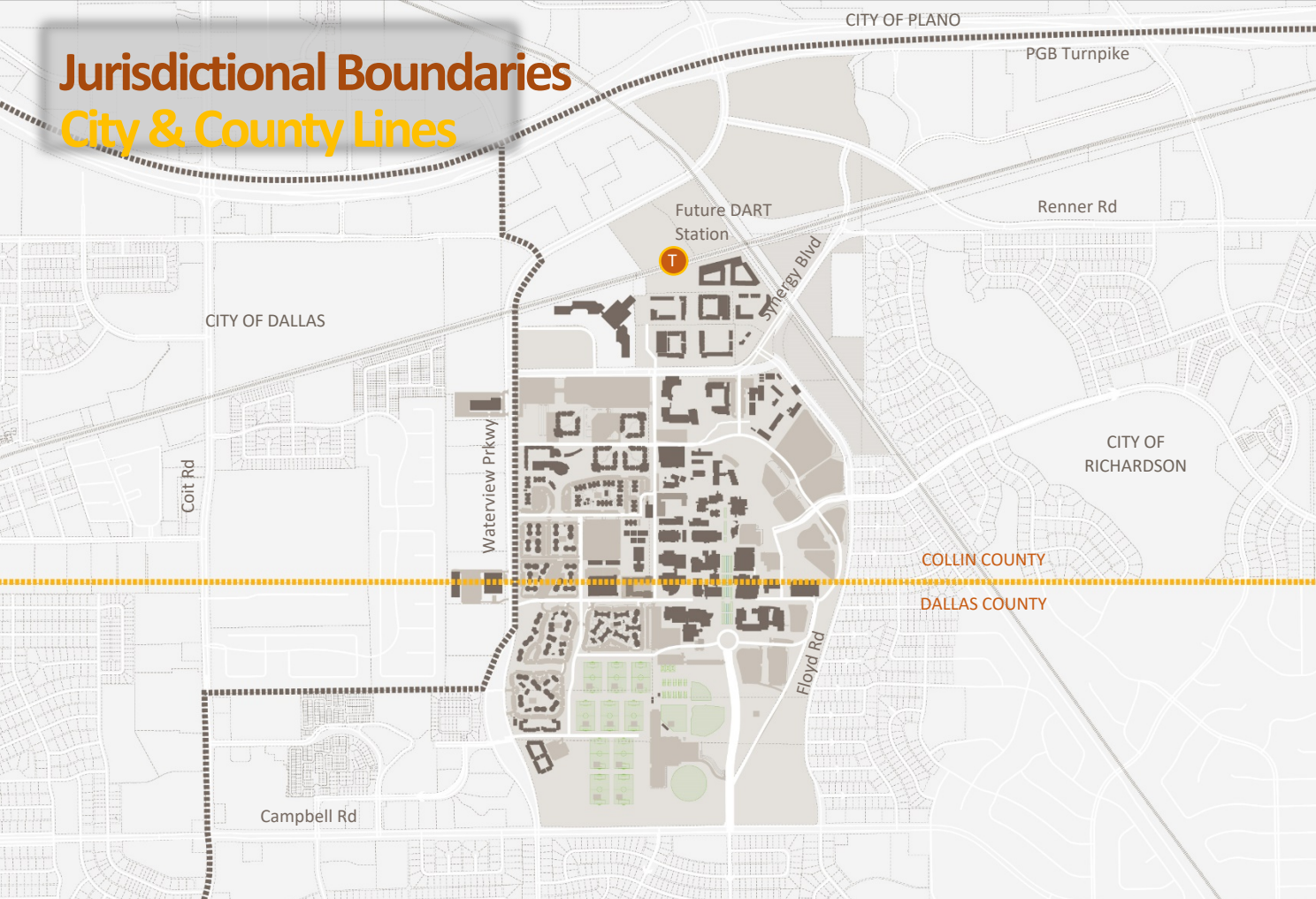
DART Cotton Belt TOD

Forward Dallas Vision

2009 Richardson Comprehensive Plan

# Jurisdictional Boundaries

## City & County Lines



- UTD Owned Parcels
- City Lines
- County Lines

### A3. Previous & Current Plans

#### Key Takeaways

## North Campus Transit Oriented Development Plan 2009

1. Possible events center location
2. Concentrates density near DART Station
3. Intersections of railroads and major streets are natural barriers for pedestrians and overall mobility

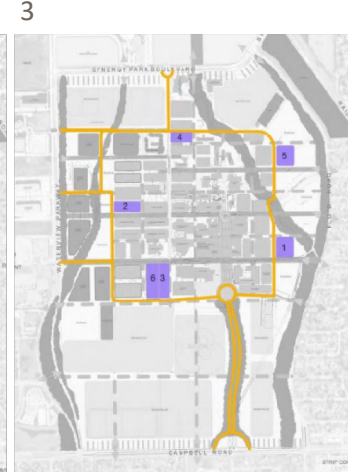
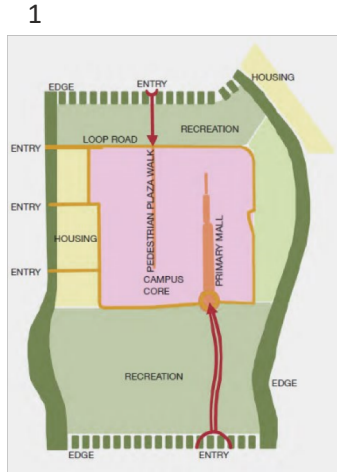


# A4. Previous & Current Plans

## Key Takeaways

### Campus Site Development Plan 2010

1. Identifies core central area
2. Proposes linear E/W pedestrian paths
3. Integrates parking structures with loop road





# **B. Planning Principals: Accessibility, Adaptability, Livability**

# Planning Principles: Accessibility, Adaptability, Livability

- Activate ground floor of buildings.
- 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 in the core of campus to necessary and transit vehicles.
- Provide a vehicular framework that is efficient, but minimizes impact on adjacent neighborhoods and on campus.

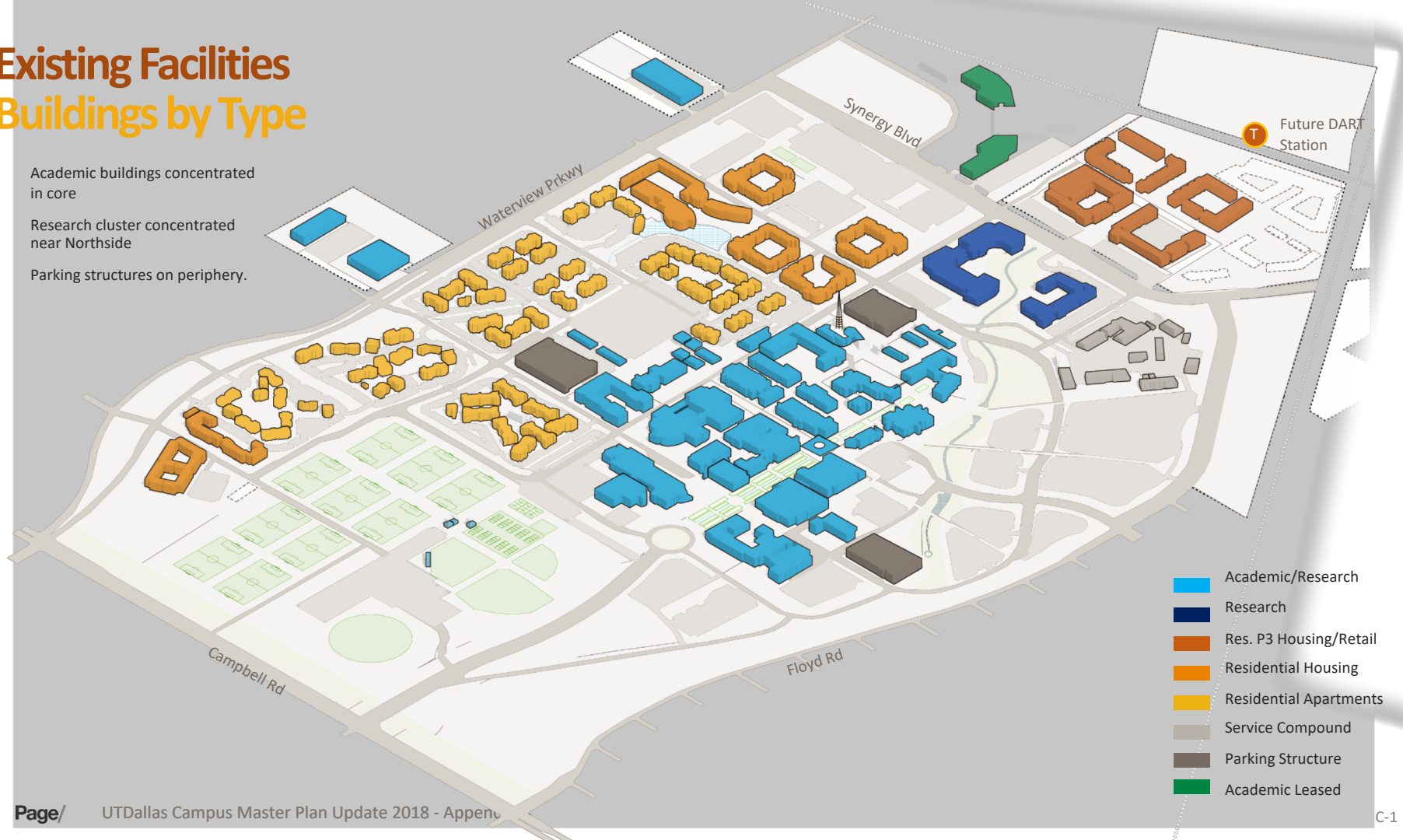
As approved by UT Dallas' Campus Master Plan Update 2018 Working and Executive Committees.

# C. Typologies

# Existing Facilities

## Buildings by Type

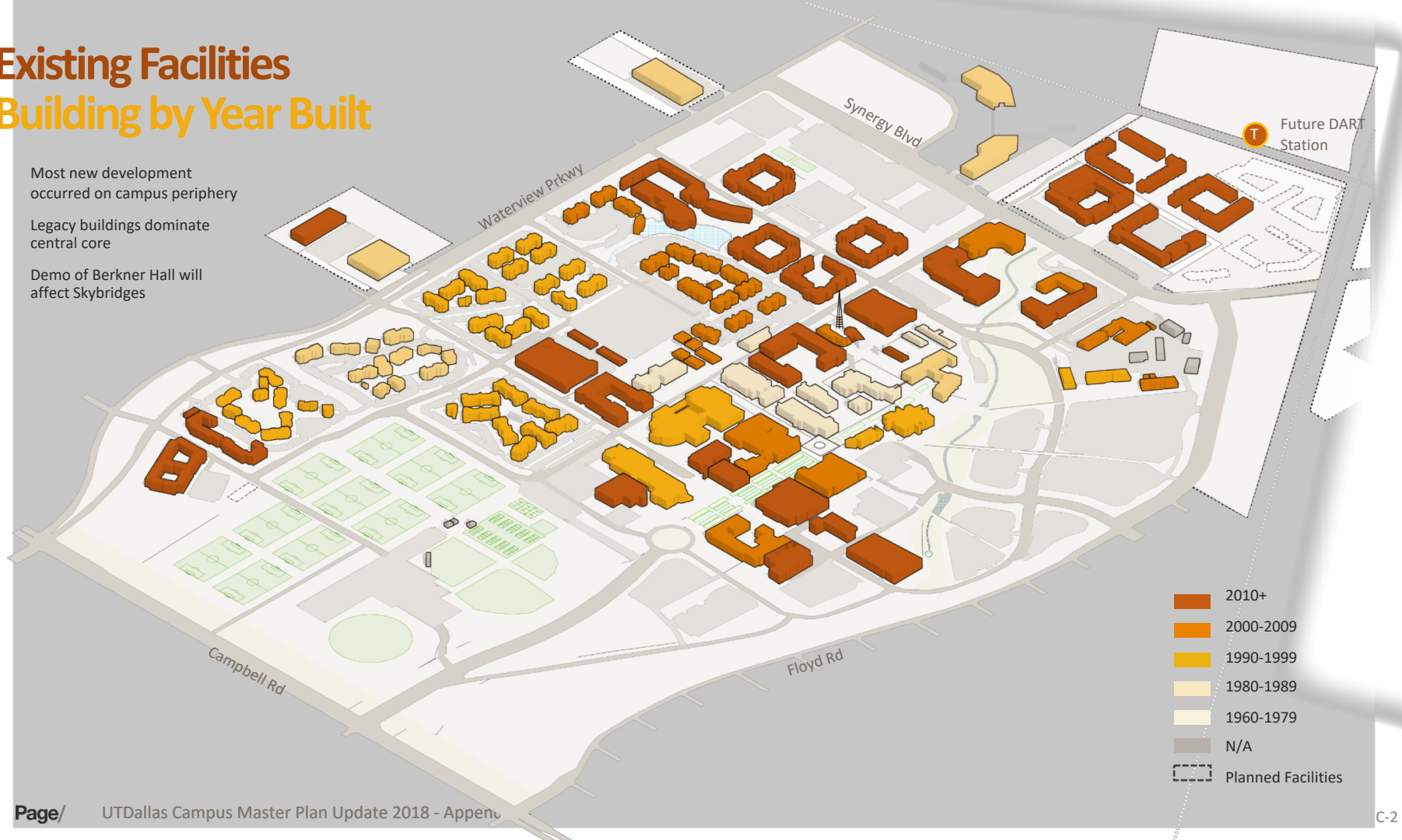
- Academic buildings concentrated in core
- Research cluster concentrated near Northside
- Parking structures on periphery.



# Existing Facilities

## Building by Year Built

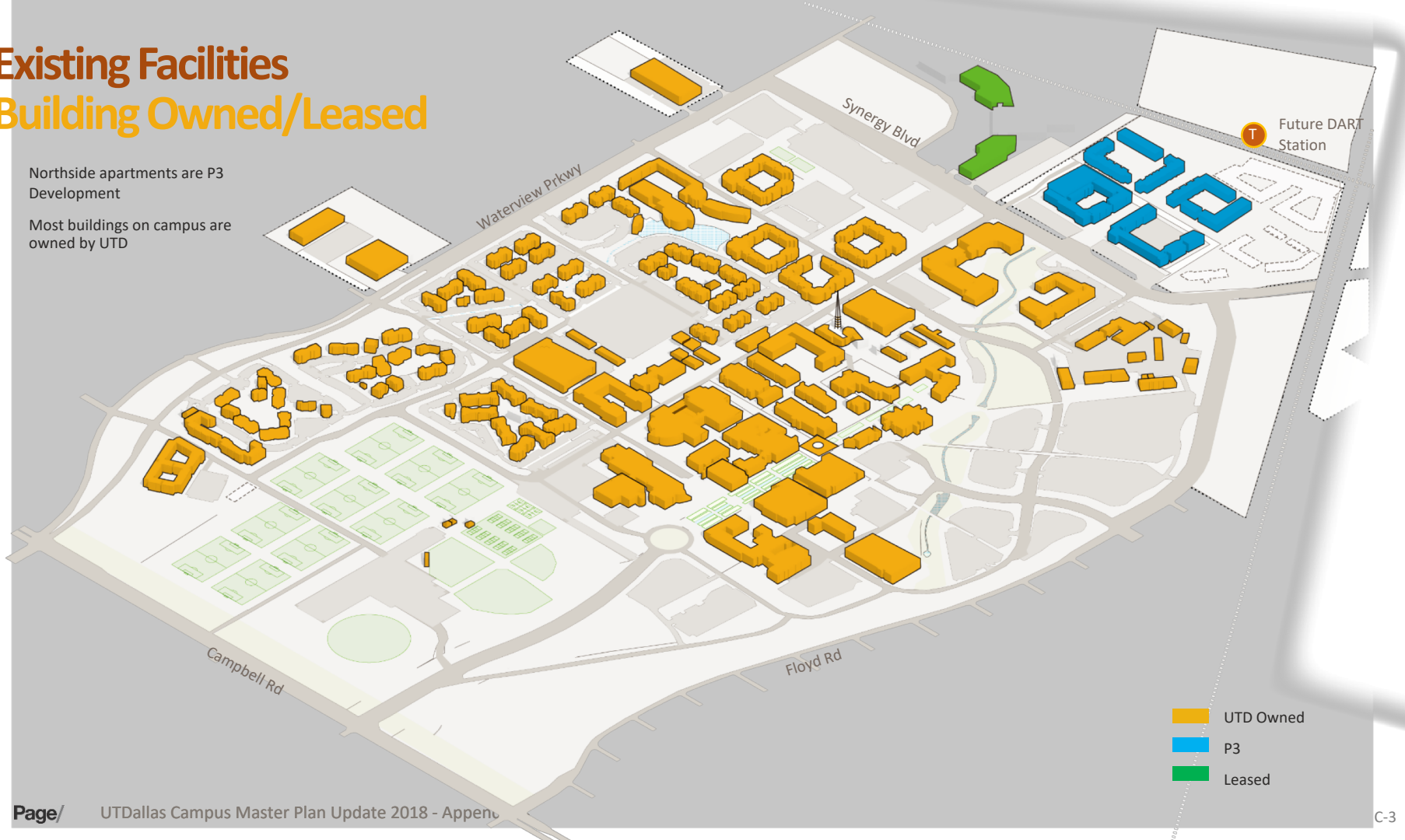
- Most new development occurred on campus periphery
- Legacy buildings dominate central core
- Demo of Berkner Hall will affect Skybridges



# Existing Facilities

## Building Owned/Leased

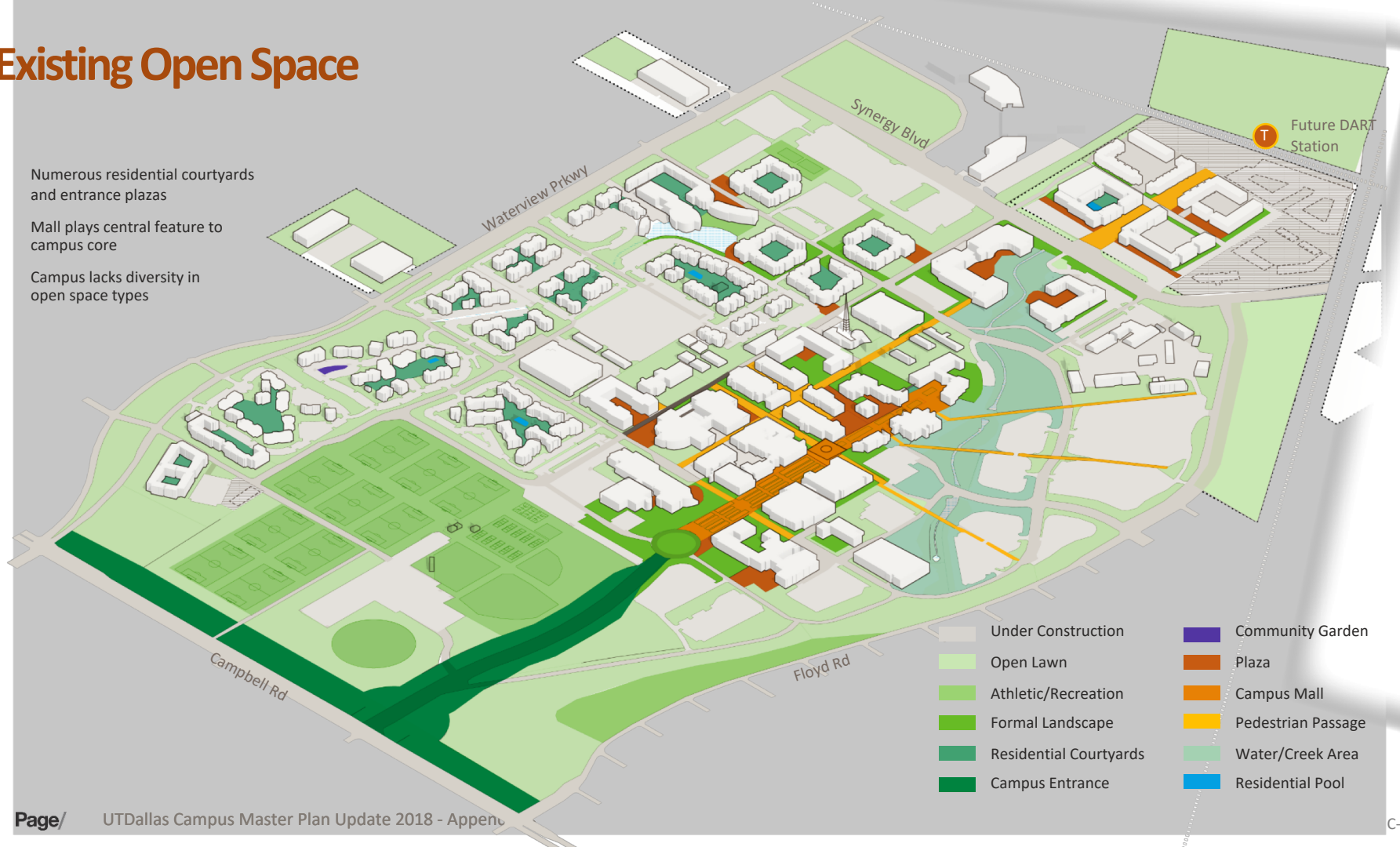
- Northside apartments are P3 Development
- Most buildings on campus are owned by UTD





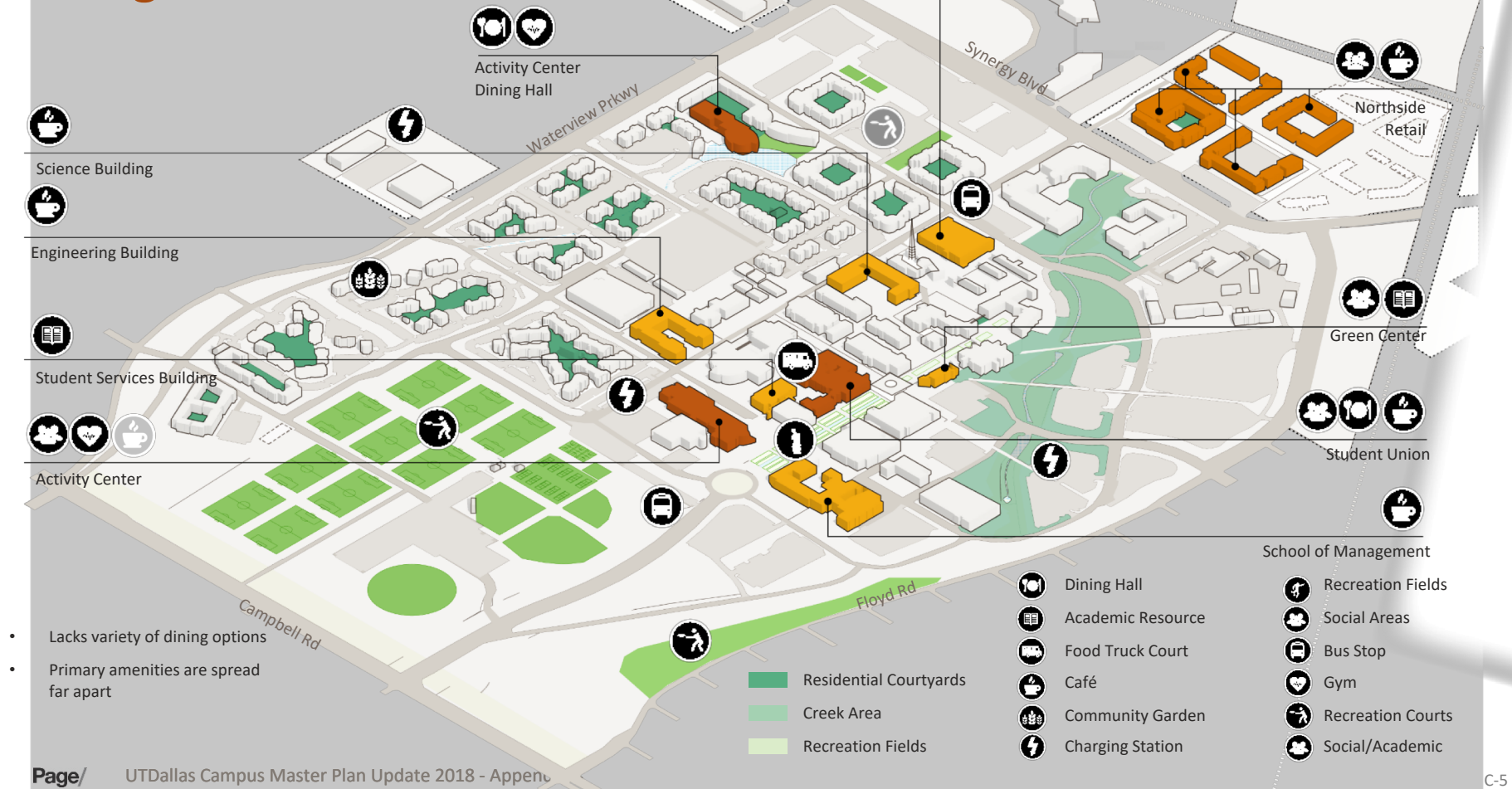
# Existing Open Space

- Numerous residential courtyards and entrance plazas
- Mall plays central feature to campus core
- Campus lacks diversity in open space types





# Existing Student Amenities



# D. Egress and Circulation

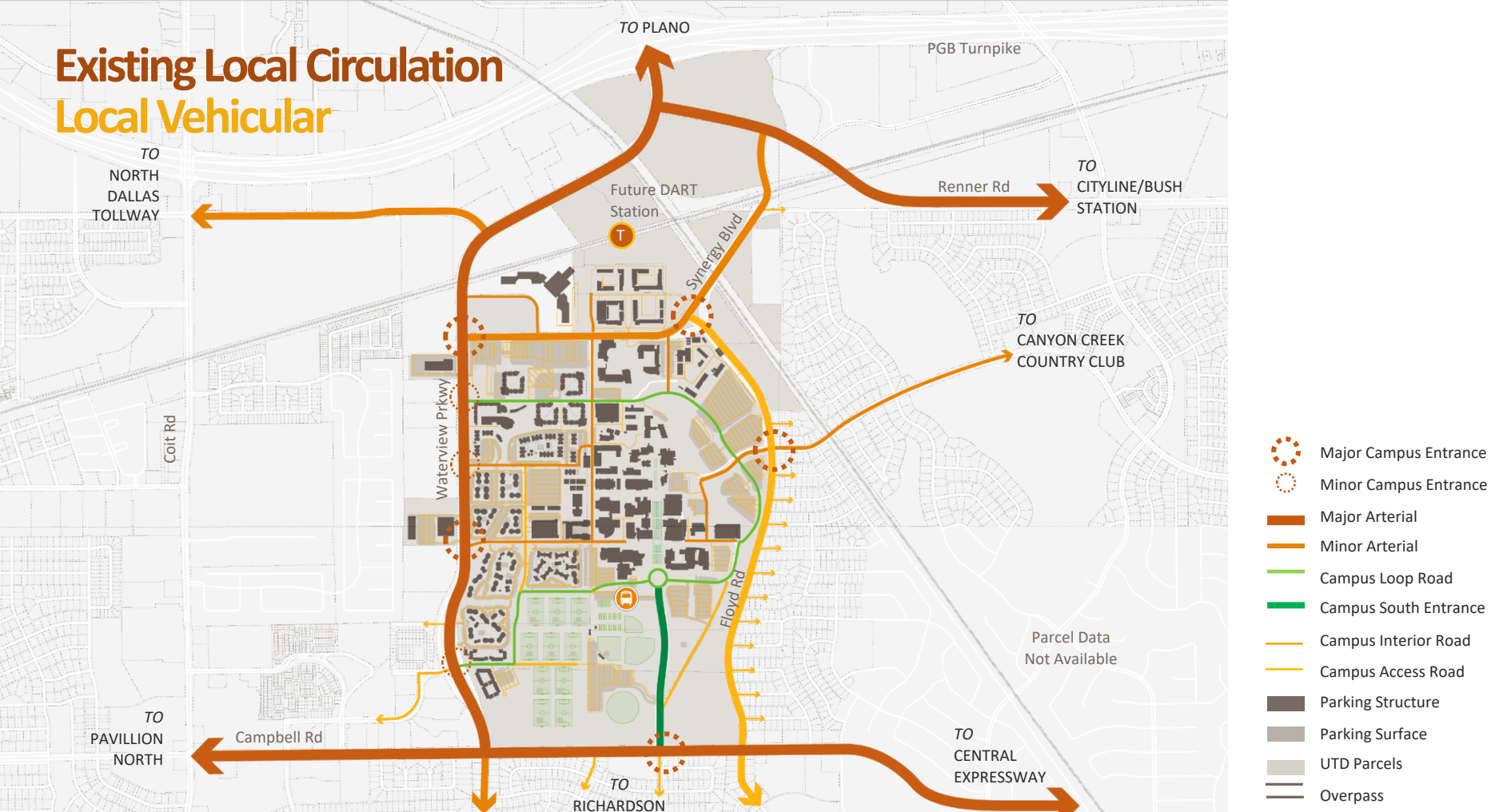


# Aerial View of Campus



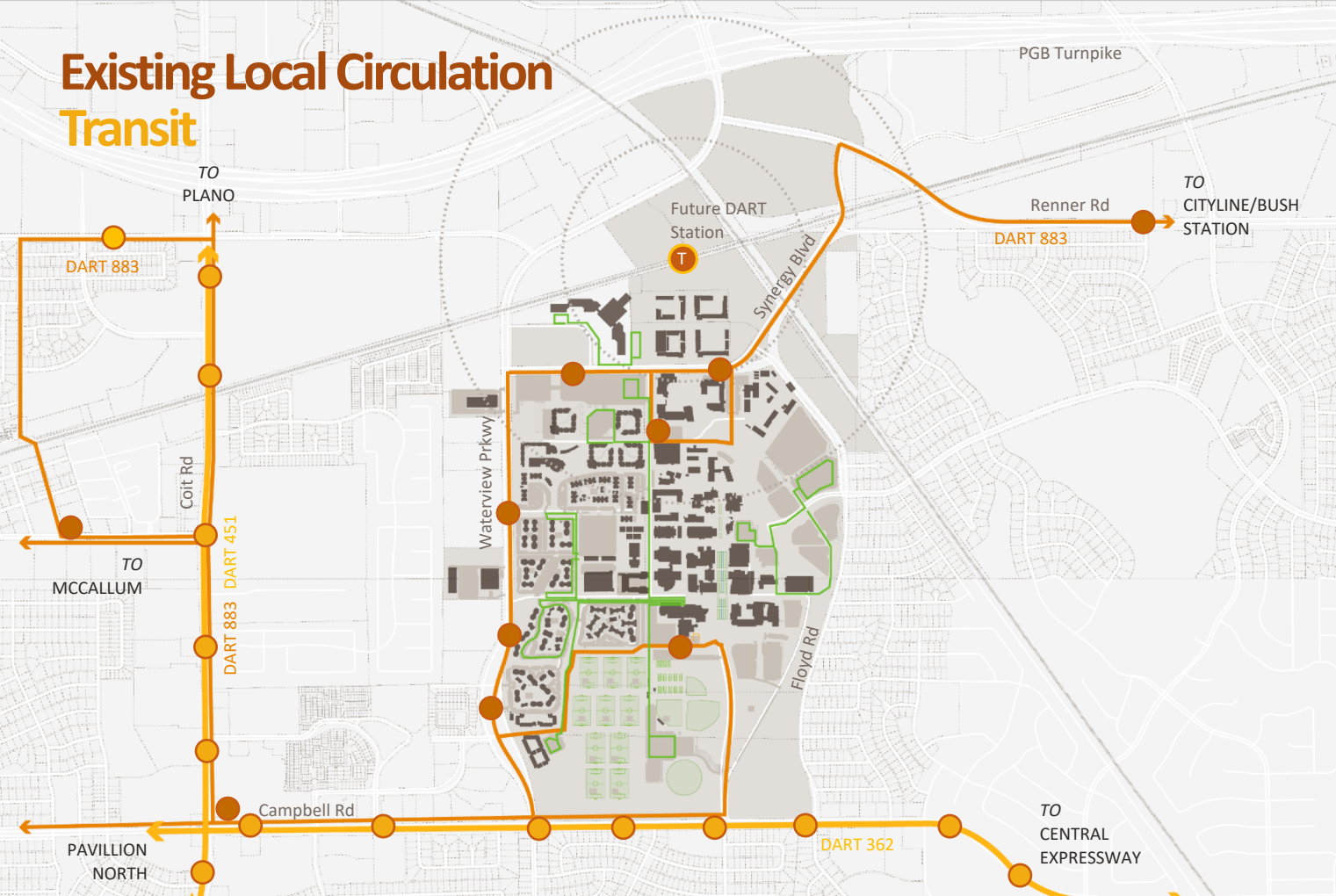
# Existing Local Circulation

## Local Vehicular





# Existing Local Circulation Transit



- Limited schedule for Comet Cruiser
- DART Buses do not come into campus
- Comet Cab routes mostly isolated from each other

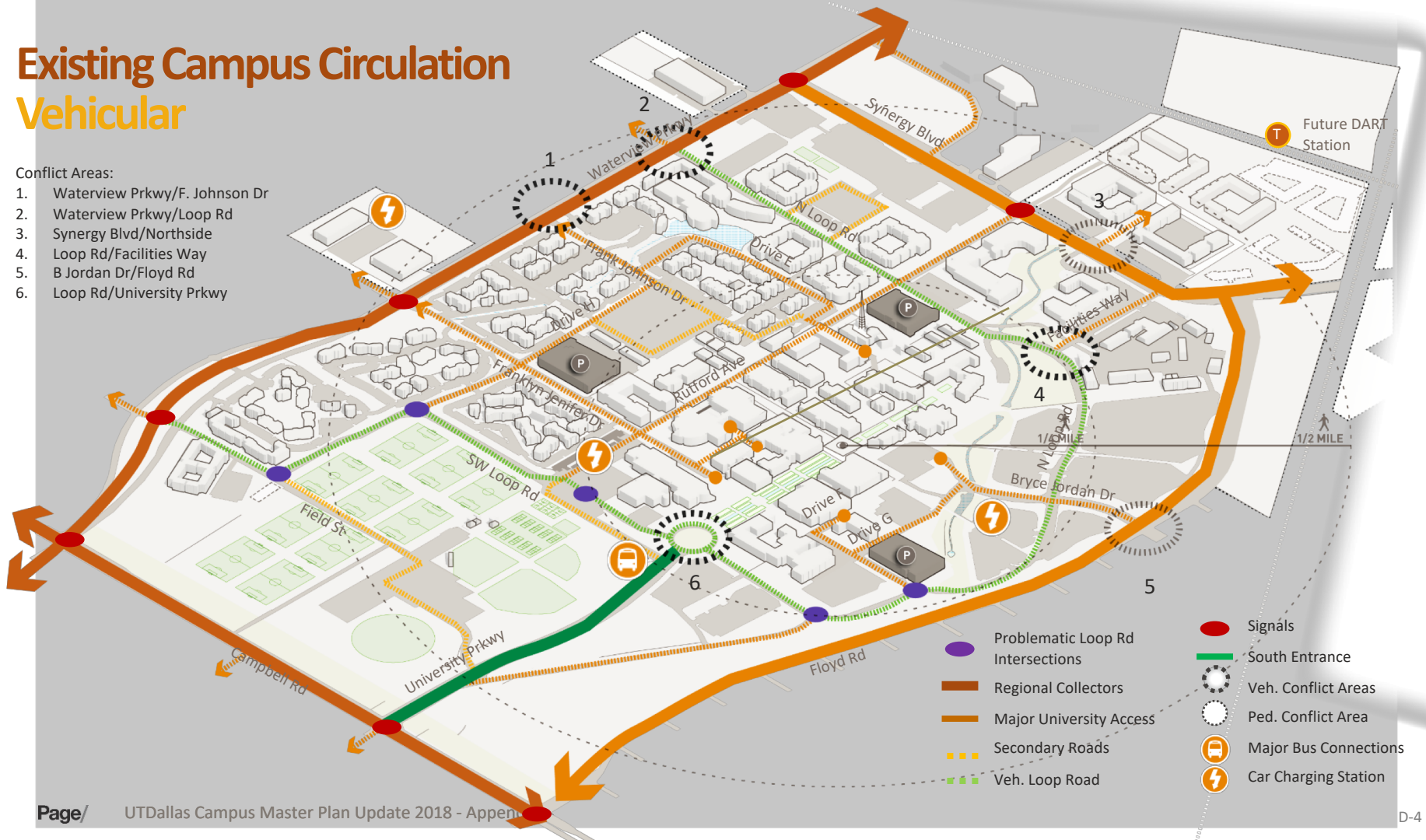
- DART Station
- DART Light Rail Route
- Comet Cruiser Route
- Comet Cruiser Stop
- DART Bus Stop
- Comet Cab Route
- DART Bus Route

# Existing Campus Circulation

## Vehicular

### Conflict Areas:

1. Waterview Prkwy/F. Johnson Dr
2. Waterview Prkwy/Loop Rd
3. Synergy Blvd/Northside
4. Loop Rd/Facilities Way
5. B Jordan Dr/Floyd Rd
6. Loop Rd/University Prkwy



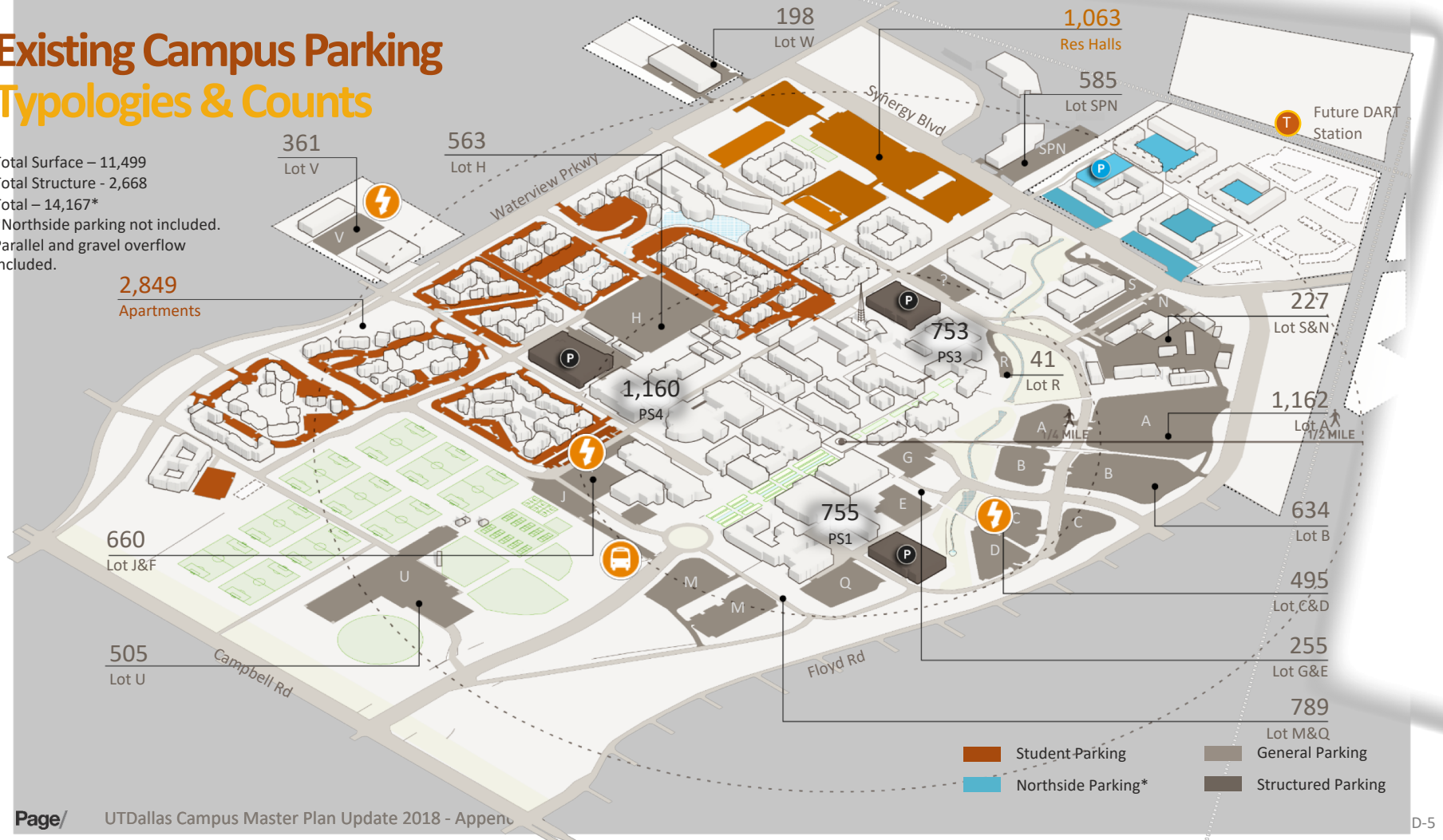
# Existing Campus Parking Typologies & Counts

Total Surface – 11,499  
Total Structure – 2,668

Total – 14,167\*

\*Northside parking not included.  
Parallel and gravel overflow included.

2,849  
Apartments

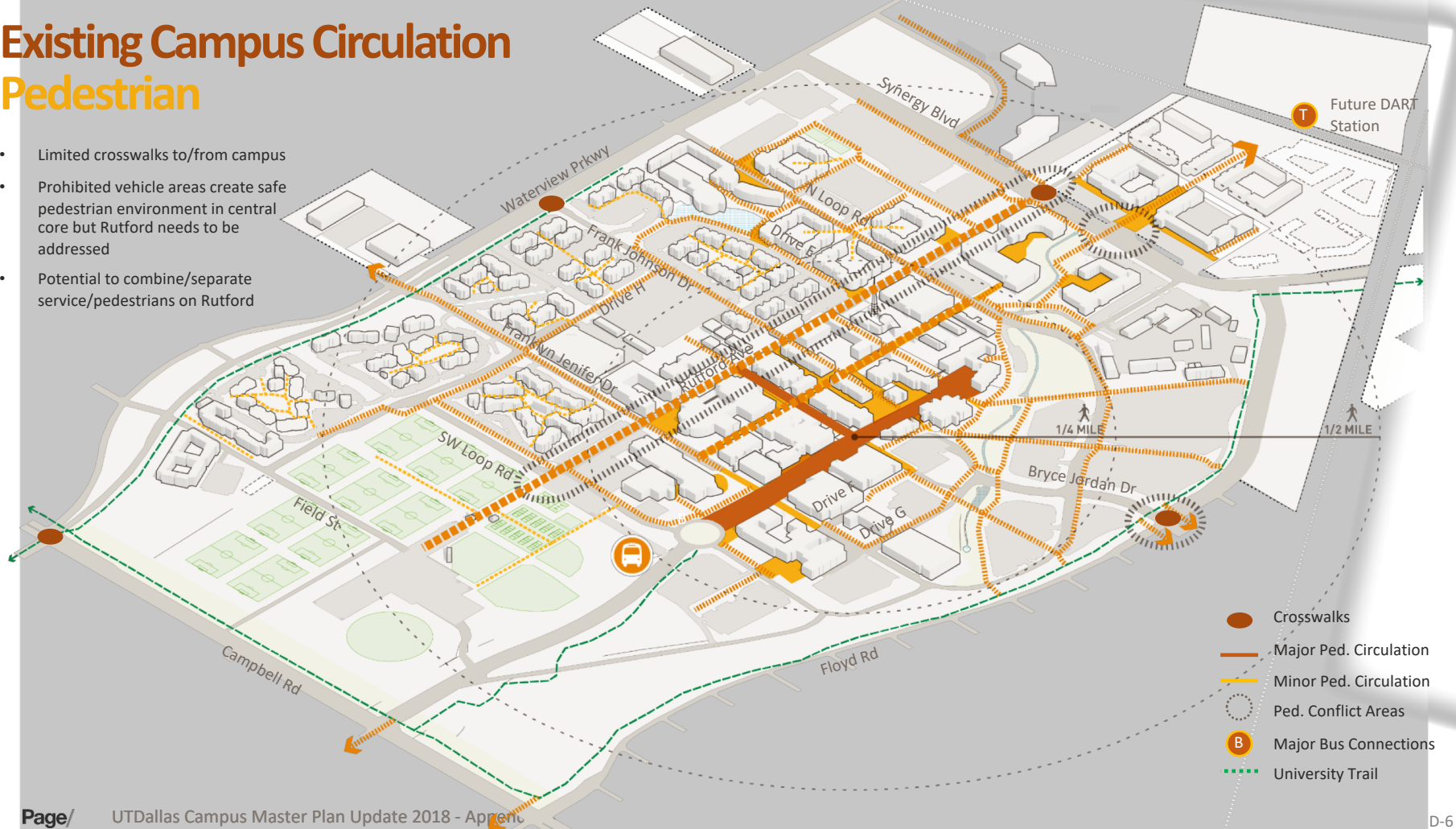




# Existing Campus Circulation

## Pedestrian

- Limited crosswalks to/from campus
- Prohibited vehicle areas create safe pedestrian environment in central core but Rutford needs to be addressed
- Potential to combine/separate service/pedestrians on Rutford



# Main Campus-Framework

## Vehicular Circulation Access/Loop Rd Alternatives

- LOOP RD EXTENSION
- D. EXISTING RDWY/REROUTE
- C. LOOP RD EXTENSION
- B. FIELD ST DIRECT

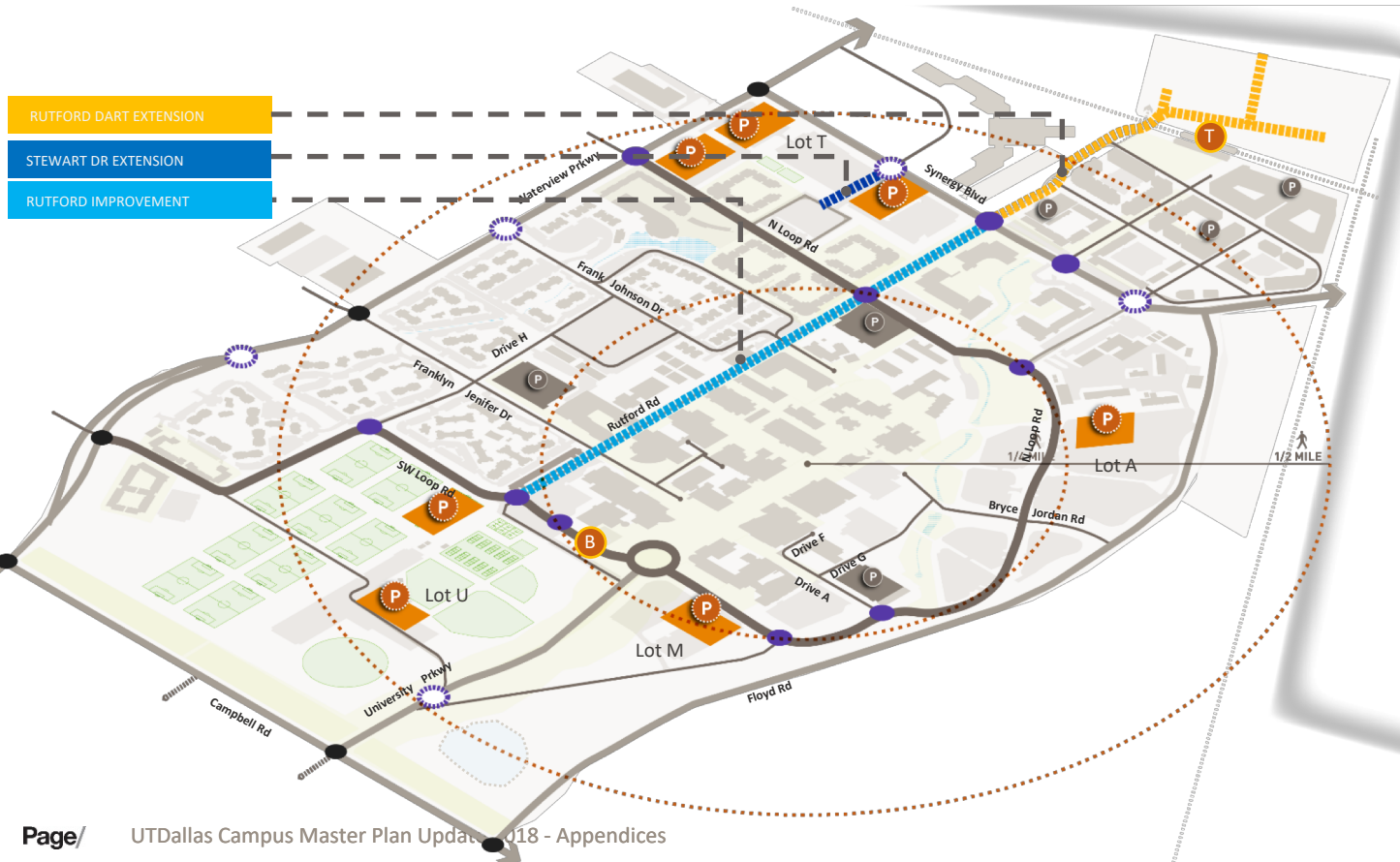
### NOTES

- Loop Rd Realignment Requires New Signal for Option C.
- Possible Garage Options on Lot A, H, M, Student Apt, and Student Housing Areas.
- Rutford extends North (Vehicular) and South (Pedestrian)

- Future/Potential – Traffic Light
- Future/Potential – Street Improvement
- Future/Potential – Garage
- Existing – Major Road
- Existing – Campus Loop
- Existing – Traffic Light
- Existing – Garage
- DART Station
- Bus Transit Center

- EXISTING LOOP RD
- FLOYD/CAMPBELL ALIGNMENT
- A. FIELD ST INDIRECT

# Main Campus-Framework Circulation Future Additions



## NOTES

- Parking garage options are concentrated on the periphery of campus.
- Stewart extension provides access to surface lot and/or future parking garage.

- Future/Potential – Traffic Light
- Future/Potential – Street Improvement
- Future/Potential – Garage
- Existing – Major Road
- Existing – Campus Loop
- Existing – Campus Street
- Existing – Traffic Light
- Existing – Garage
- DART Station
- Bus Transit Center

# Pedestrian Crosswalk Study

## Synergy Crossing at Northside

### EXISTING

- Traffic calming
- Marked crosswalks (enhanced) o Thicker markings provide more target value/visibility (see diagram)
- Advanced pedestrian crossing signs
- Improved illumination

### FUTURE

- Enhanced pavement material
- Widen center median for a refuge island (currently too narrow) for pedestrians. It would require shifting left turn where hatched lines are currently, directly adjacent to thru lanes. This would allow pedestrians to wait for when traffic in the other direction is clear
- Pedestrian hybrid beacon

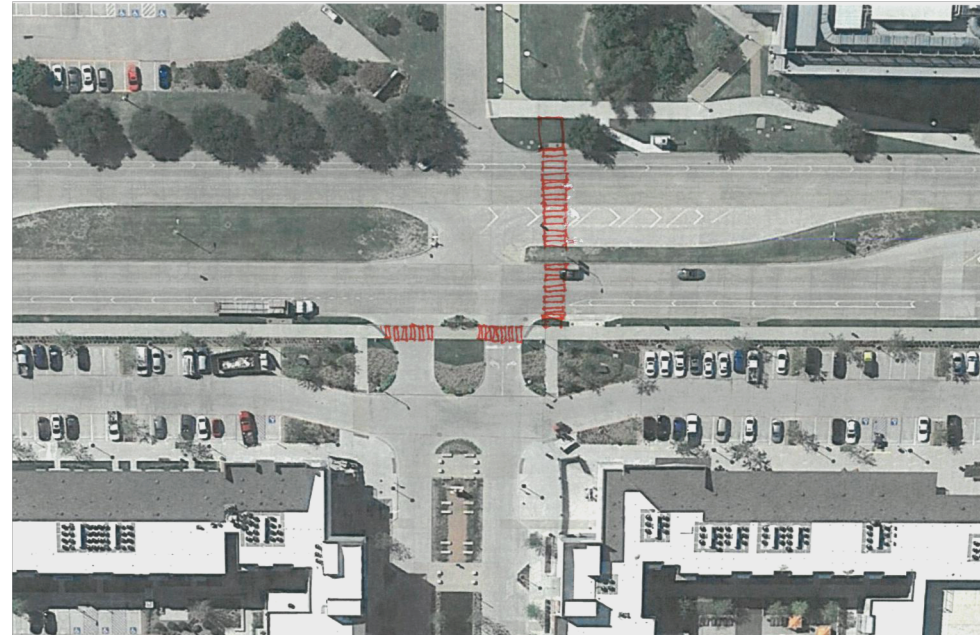


Image: Synergy Intervention



# Pedestrian Crosswalk Study

## Floyd Road/Lookout Drive Intersection

### EXISTING

- Intersection geometry too complex for existing traffic control strategy
- Great amount of pavement
- Motorist required to make decisions to view too many conflict points in current decision process
- Traffic signal warrant study is needed
- Pedestrian crossing distance is too wide. Recommend extension of refuge island for pedestrian to wait for when traffic in the other direction is clear

### FUTURE

- Enhanced pavement material
- Placemaking interventions



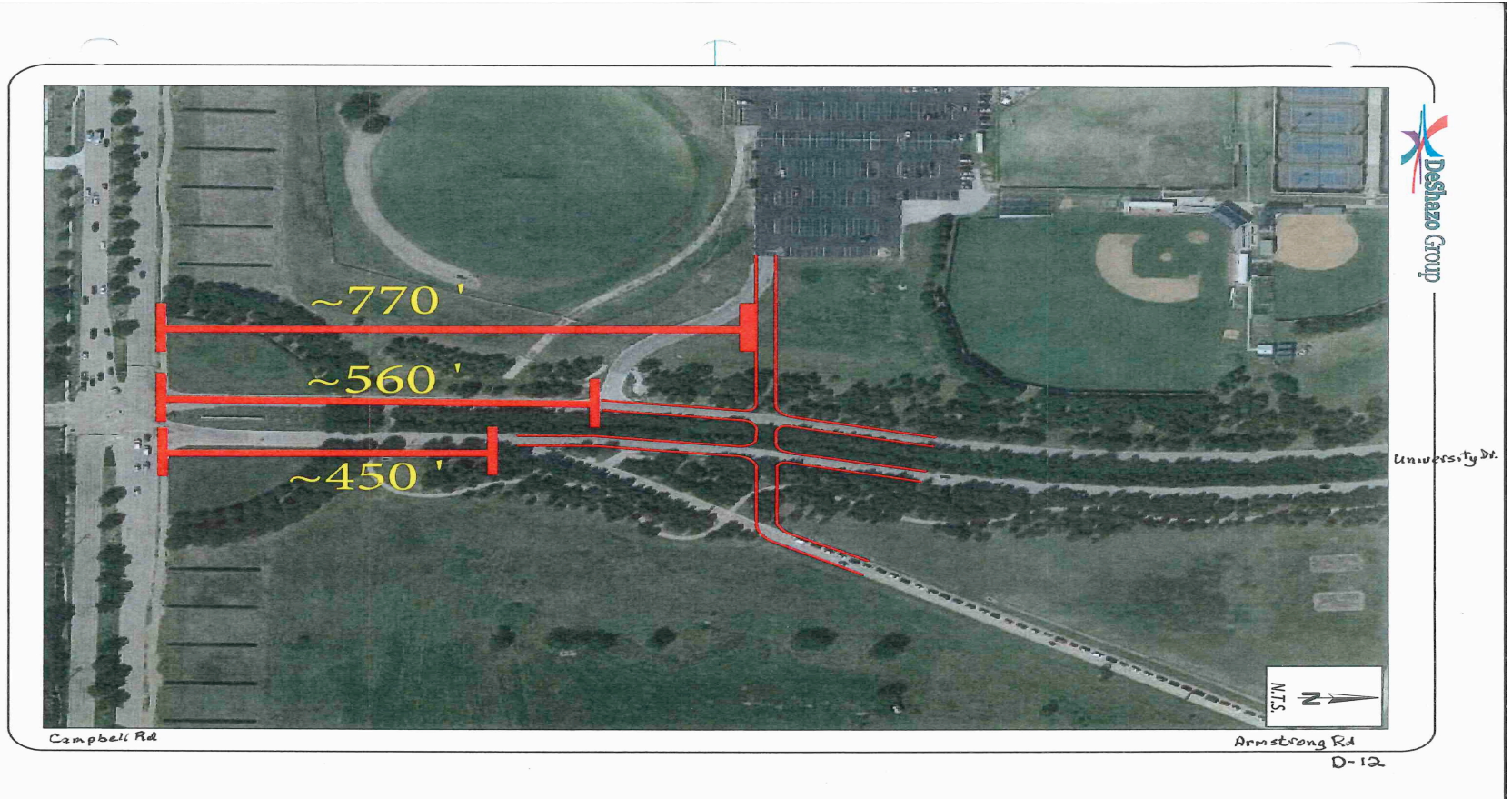
Image: Floyd Road Intersection Intervention

# Loop Road / Armstrong Connection Concept





# Distance from Campbell Road

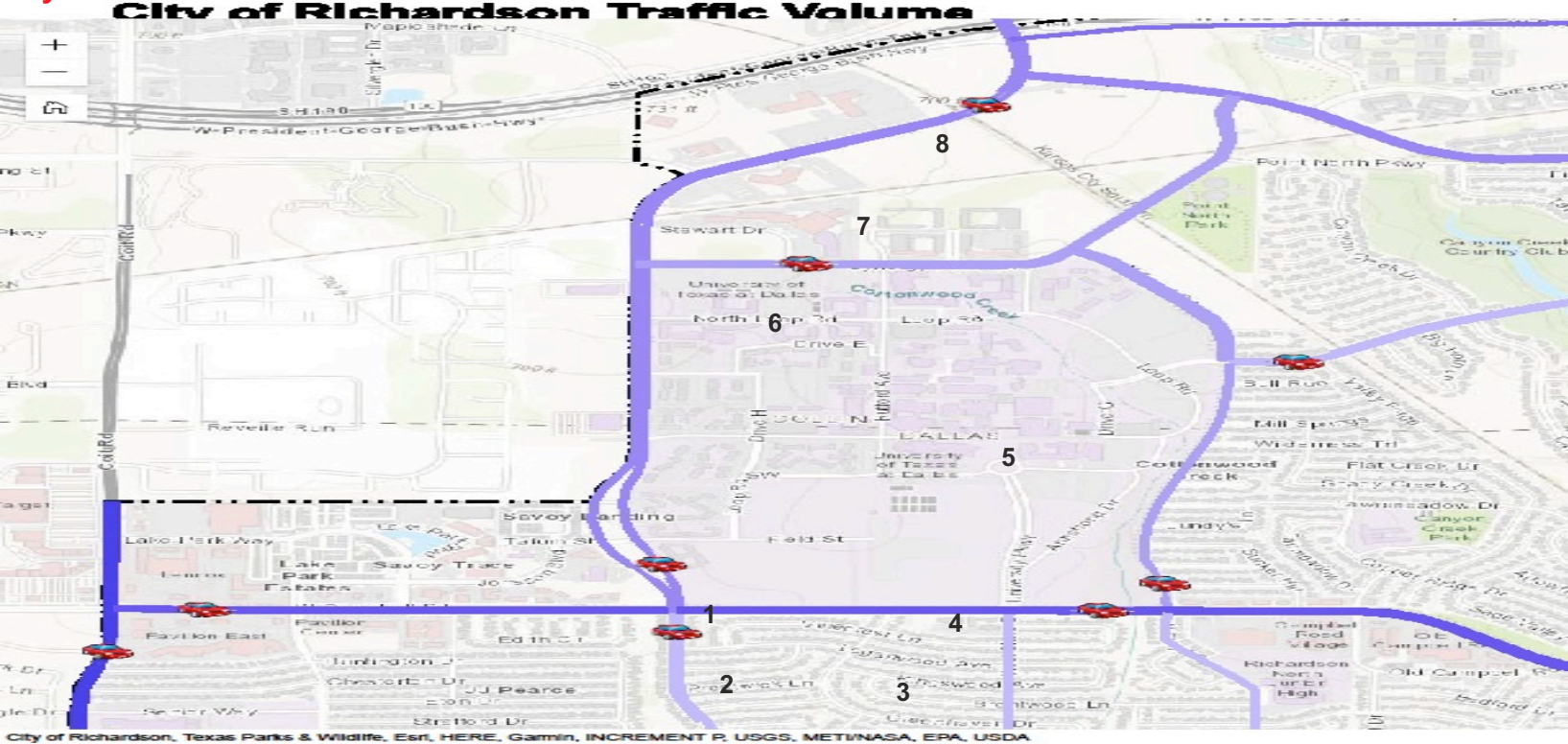




# Campus Traffic Counts

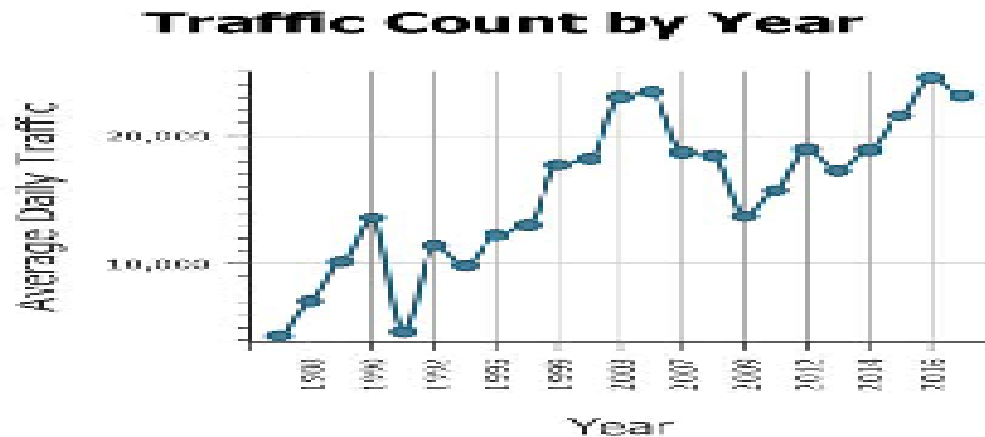


City of Richardson Traffic Volume



Campbell / Tatum  
street : Waterview

Location: Campbell/Tatum  
Street: Waterview



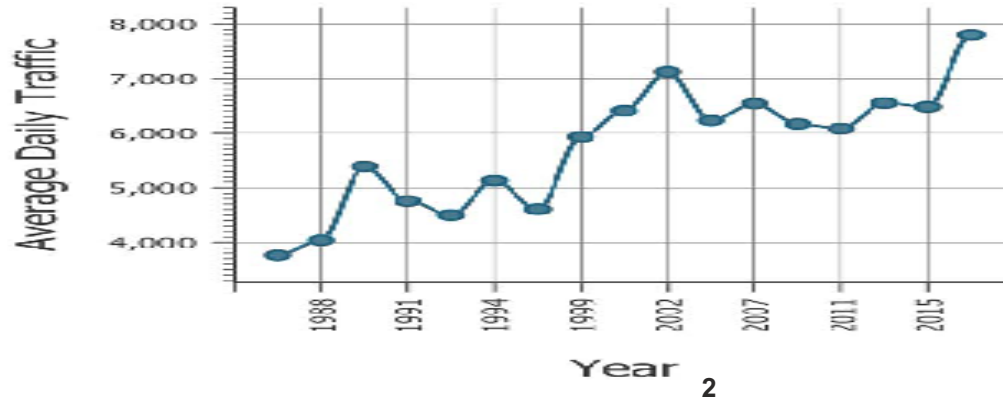
For full reports please visit this link. <sup>1</sup>

🔍 Zoom to

Campbell / Loganwood  
street : Waterview

Location: Campbell/Loganwood  
Street: Waterview

### Traffic Count by Year



For full reports please visit [this link](#).

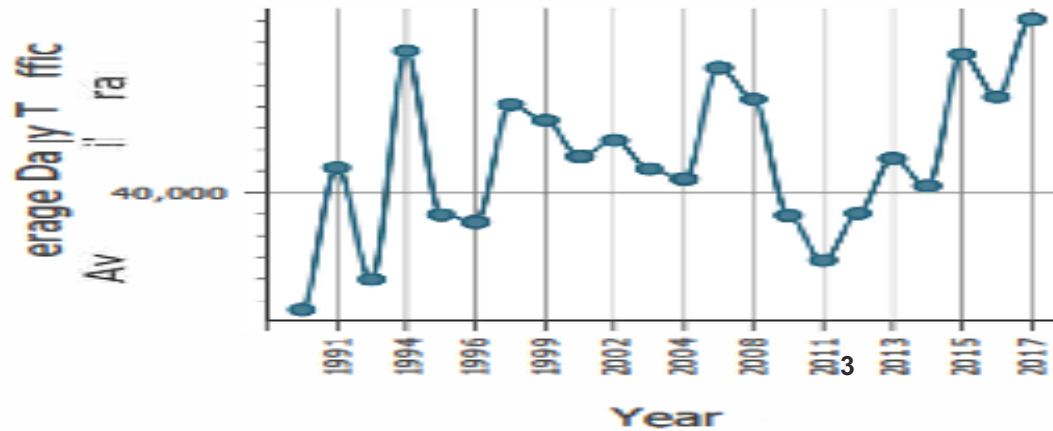
Zoom to

Floyd / Westshore  
street : Campbell

Location: Floyd/Westshore  
Street: Campbell



### Traffic Count by Year





Campbell / Gettysburg  
street : Floyd

Location: Campbell/Gettyberg  
Street: Floyd

**Traffic Count by Year**



For full reports please visit [this link](#).

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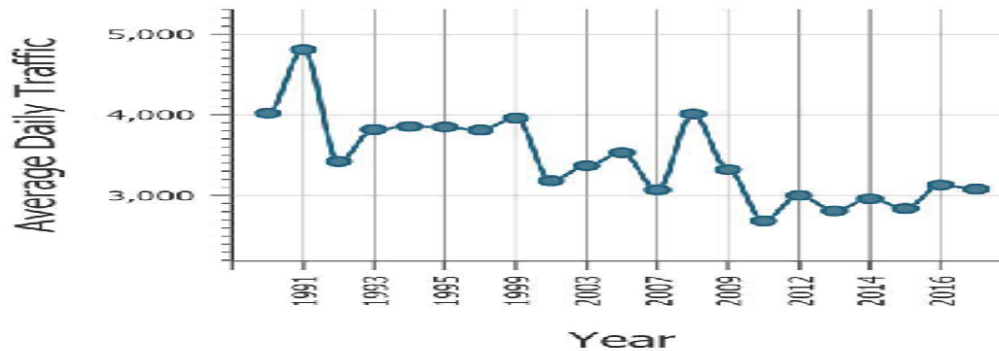
Zoom to

**Floyd / Canyon Creek  
street : Lookout**

**Location: Floyd/Canyoncreek**  
**Street: Lookout**



**Traffic Count by Year**



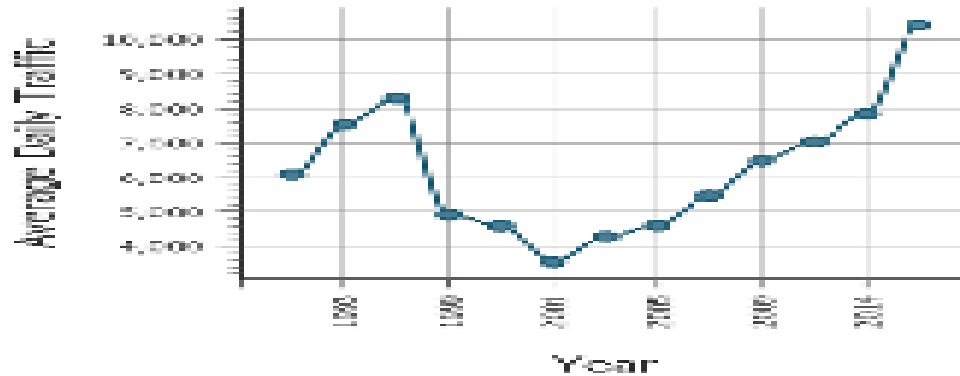
For full reports please visit [this link](#).<sup>5</sup>

🔍 Zoom to

**Waterview / Floyd  
street : Synergy**

Location: Waterview/Floyd  
Street: Synergy

### Traffic Count by Year



6

Zoom to

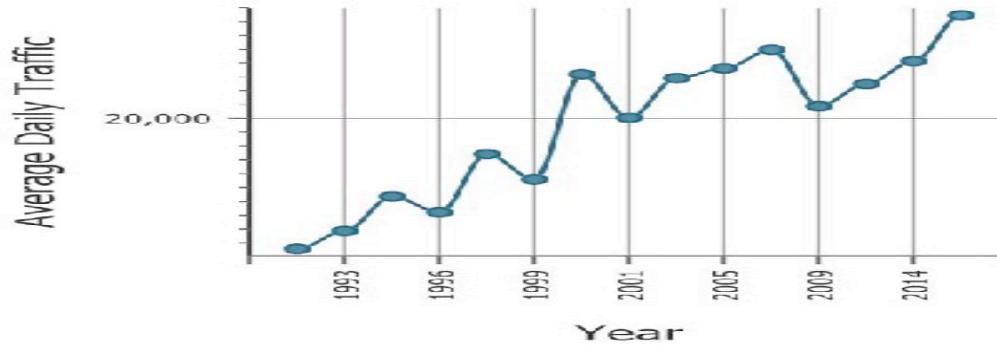
Waterview / Custer  
street : G. Bush Hwy.



**G. Bush Hwy. / Synergy  
street : Waterview**

**Location: G. Bush Hwy./Synergy  
Street: Waterview**

**Traffic Count by Year**



For full reports please visit [this link](#).

🔍 Zoom to