Irving PUD #6
Planned Unit Development
Exhibit B
Introduction

The area around the site of the former Texas Stadium is an immense development opportunity – not only for its size, but also its advantageous location at the central crossroads of the Dallas-Fort Worth Metroplex. With a gross area of 1,001 total acres, it is as large as some major American downtown business districts. With excellent access, it is crisscrossed by several major freeways, including State Highway 183, State Highway 114, Loop 12 and Spur 482. The combined average daily travel for these roads is massive: an average of 380,000 vehicles pass the site each day. In addition, the recent construction of the DART Orange Line (light rail) has made this area one of the most conveniently accessible sites in the Metroplex. One light rail station is completed and one is in the planning stages, and a short ride on the Orange Line connects the city’s sixth Planned Unit Development (Irving PUD #6) to the DFW International Airport Terminal A and downtown Dallas in just 20 minutes.

In addition, PUD #6 has access to the Trinity River Greenway, one of the most important regional open spaces in north central Texas. Multistory buildings that rise above 35 feet and properties on the western side with some elevation would have panoramic views of the Trinity Greenway and downtown Dallas in the distance.
The eight tracts in the PUD are approximately 716 acres in total, with 452 acres of buildable land once roads and other public areas are removed.

1,001 acres
Total area of PUD site

716 acres
Total tract area

452 acres
Net buildable land
The PUD Process

Because of strong interest in the site, the City of Irving has developed the Irving Planned Unit Development #6 to facilitate development; provide clarity on the City’s intentions; and provide regulatory certainty to all property owners, today and in the future.

Because of its scale and locational advantages, this area is a unique asset for Irving’s future growth. The City is committed to ensuring its future development will be designed and completed to make full use of the site and to create an asset for the city. It is envisioned as an intense blend of corporate headquarters, an international business district, retail, and services, with a mix of residential buildings in a walkable urban environment, accessible to the region and the globe.

The creation of a PUD zoning district allows the City of Irving to facilitate development, provide clarity of purpose, and to ensure that this potentially catalyst site is suitable to the adjacent uses by establishing a road system and transit network, urban design standards, a list of the principal uses within each land use designation, and the minimum and maximum allowed density for individual areas throughout the site.

The PUD follows the city’s process. Following a technical staff review and recommendation period and a Planning and Zoning Commission public hearing, a PUD zoning district must be approved by City Council. The PUD then provides a framework for specific development plans in the future, which are submitted to staff for review and are advertised publicly for final approval by the Planning and Zoning Commission. Irving Municipal Code Sec. 52-32c(4) sets forth the specific requirements for the submission and approval of individual development plans within an existing PUD district.
Step One: Planned Unit Development

- The Irving PUD #6 specifies approved land uses, density, land use mix, road network, parking requirements, height, and design standards.
- Requires City Council review and approval.

Step Two: Specific Development Plans

- All development will require a Specific Development Plan, including:
  1. Boundary survey with all notes, proposed streets and setbacks.
  2. A Concept Plan with parking, building footprint, landscaping, etc.
  3. Building Elevations
- Development Plan requests will be voted on by Planning & Zoning as one package.
- If the Development Plan conforms to the Comprehensive Plan and PUD, City Council approval is not required.
- In TOD areas (Tracts A, D, F and G), all relevant TOD zoning requirements apply, including site plans and traffic management plans.
The Irving PUD #6 land use designations include Transit-Oriented Mixed Use Community, Transit-Oriented Mixed Use Office, Mixed Use Village, and Flex-Work. Each designation is defined in Appendix A, which also includes a list of the principal uses for each designation. Each tract within the PUD has standards that include land use designations, urban design standards, height requirements, FAR, transportation improvements, and principal uses allowed. These standards are laid out by individual tracts under Planning Projections below.

In addition, developments in areas designated Transit-Oriented must also conform to standards set forth in the City of Irving Transit-Oriented Development District, Section 52-32g. The most current adopted version will be the regulating standard at the time of any future application under this PUD. The State Highway 183 Overlay District (Sec. 52-64d) adopted by the City of Irving is superseded by this PUD and is no longer in effect for the land within the Irving PUD #6.

**Definition of Floor Area Ratio (FAR)**

The total square feet of a building divided by the total square feet of the lot on which the building is located. Buildings of varying numbers of stories can have the same FAR, because the FAR counts the total floor area of a building, not just the building’s footprint. Parking structures are not included in the calculation. On a 40,000 square-foot lot, a 100,000 square-foot building has the same FAR (2.5) whether it was 4 or 10 stories.
APPLYING PUD LAND USE DESIGNATIONS:

1. The current land development code requirements at the time of application will supercede any references to codes quoted herein.

2. When calculating the split between residential and non-residential uses, compliance will be determined upon square footages calculated and tracked for each property owner. Square footage shall be accounted for based on total building square footage, not lot area or building footprint.

3. The regulations provide a cap on residential and multifamily units, and a maximum or minimum on non-residential uses. Use percentages are to be calculated at each phase and at total build-out to ensure a mix of uses is included in each phase of development. The required use percentages must be constructed within each phase before an application for a new phase will be considered.

4. Applicants will be required to consult school districts, police, and fire services, and other governmental entities to provide a plan that ensures that adequate services are included as necessary.

5. Restaurant uses shall count toward the non-residential portion of a TOD and toward the commercial portion of the residential area.
Planning Projections

Overall Build-out

The eight tracts in the PUD are approximately 716 acres in total, with 452 acres of buildable land once roads and other public areas are removed. Based on a preliminary, planning-level scenario for long-term build-out conforming to the land use standards and regulations contained herein, the Tracts A through G would allow up to 9,201 new residential units to be constructed, with the majority of these units (8,897) within mixed use residential buildings. It is anticipated that development of the site would be able to sustain 20,500 jobs in approximately 12.7 million square feet of employment space.

<table>
<thead>
<tr>
<th>TRACT</th>
<th>LAND USE</th>
<th>ACRES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Transit Oriented Mixed Use Sector 1</td>
<td>84</td>
</tr>
<tr>
<td>A</td>
<td>Transit Oriented Mixed Use Sector 2</td>
<td>98</td>
</tr>
<tr>
<td>A</td>
<td>Transit Oriented Mixed Use Sector 3</td>
<td>35</td>
</tr>
<tr>
<td>B</td>
<td>Flex-Work</td>
<td>54</td>
</tr>
<tr>
<td>C</td>
<td>Flex-Work</td>
<td>36</td>
</tr>
<tr>
<td>D</td>
<td>Transit Oriented Mixed Use Office</td>
<td>77</td>
</tr>
<tr>
<td>E</td>
<td>Mixed Use Village</td>
<td>87</td>
</tr>
<tr>
<td>F</td>
<td>Transit Oriented Mixed Use Office</td>
<td>57</td>
</tr>
<tr>
<td>G</td>
<td>Transit Oriented Mixed Use Office</td>
<td>19</td>
</tr>
<tr>
<td>G</td>
<td>Open Space</td>
<td>14</td>
</tr>
<tr>
<td>H</td>
<td>Open Space</td>
<td>155</td>
</tr>
</tbody>
</table>
FIGURE 4
Thresholds for Mixed Use Development

To achieve the goal of mixed uses within PUD #6, not only at completion of build out, but throughout this area’s evolution and growth, the city has established targets for the ratio of residential to non-residential development. These development thresholds establish requirements by land use for each development plan. If a development does not achieve the required ratio of residential to non-residential development, then the director of community development may initiate review of the development in order to determine whether significant progress is being made. If the community development director finds that the mix of uses that have been built tract-wide does not meet the threshold for mix of uses, threshold requirement for future development plans may be adjusted to ensure the desired mix of uses is accomplished within each tract. The city council may alter or waive this requirement.

<table>
<thead>
<tr>
<th>TRACT</th>
<th>REQUIRED RESIDENTIAL MIX</th>
<th>THRESHOLD</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>25% - 50% building square footage</td>
<td>Requirement applies</td>
</tr>
<tr>
<td>A-2</td>
<td>25% - 75% building square footage</td>
<td>Requirement applies</td>
</tr>
<tr>
<td>A-3</td>
<td>25% - 75% building square footage</td>
<td>Requirement applies</td>
</tr>
<tr>
<td>B</td>
<td>No residential (Flex-Work)</td>
<td>Not applicable</td>
</tr>
<tr>
<td>C</td>
<td>No residential (Flex-Work)</td>
<td>Not applicable</td>
</tr>
<tr>
<td>D</td>
<td>Max. 50% building square footage</td>
<td>Requirement applies</td>
</tr>
<tr>
<td>E</td>
<td>Up to 100%</td>
<td>Not applicable</td>
</tr>
<tr>
<td>F</td>
<td>Max. 25% building square footage</td>
<td>Requirement applies</td>
</tr>
<tr>
<td>G</td>
<td>Max. 25% building square footage</td>
<td>Requirement applies</td>
</tr>
<tr>
<td>G</td>
<td>No residential (Open Space)</td>
<td>Not applicable</td>
</tr>
<tr>
<td>H</td>
<td>No residential (Open Space)</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>

* Please see the DENSITY section of each tract description for further explanation of residential and non-residential expectations for each Development Plan.
Expiration of Development Plan Approval

If all or a portion of the proposed development has not been submitted for building permit within two (2) years following approval of the development plan, the development plan shall lapse until the property owner requests an extension prior to the expiration of the applicable period. The request for extension shall be reviewed in the same manner as for approval of the development plan.

If the development plan consists of more than one single use, the property owner must make substantial progress in obtaining building permits for the remainder of the uses authorized by the development plan. The director of community development may initiate review of the development in order to determine whether significant progress is being made. In the event that the director of community development determines that significant progress is not being made, the director shall refer the matter to the planning and zoning commission. Following notice and a public hearing, the commission may terminate the development plan, or may attach additional conditions to the extension of the plan. The planning commission’s determination may be appealed within ten (10) days of the decision to the city council.

<table>
<thead>
<tr>
<th>TRACT</th>
<th>MAX. RES UNITS</th>
<th>MAX. RESIDENTIAL SQUARE FOOTAGE</th>
<th>NON-RESIDENTIAL SQUARE FOOTAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>A-1</td>
<td>1,000</td>
<td>1,200,000</td>
<td>2,100,000</td>
</tr>
<tr>
<td>A-2</td>
<td>2,750</td>
<td>3,225,000</td>
<td>1,075,000</td>
</tr>
<tr>
<td>A-3</td>
<td>3,750</td>
<td>4,500,000</td>
<td>1,500,000</td>
</tr>
<tr>
<td>D</td>
<td>1,500</td>
<td>1,500,000</td>
<td>3,500,000</td>
</tr>
<tr>
<td>F</td>
<td>440</td>
<td>440,000</td>
<td>2,120,000</td>
</tr>
<tr>
<td>G</td>
<td>173</td>
<td>173,000</td>
<td>838,000</td>
</tr>
</tbody>
</table>
Tract A

DESIGNATION

Transit-Oriented Mixed Use Community: Sectors 1, 2, and 3

DESCRIPTION

Tract A totals 217 acres. Landowners include Villagewalk RE, in Sectors 1 and 2. Sector 3 is the current FedEx site, and the existing approved site plan per zoning case 4529 is hereby adopted as an approved development plan within this PUD. Uses existing at the time of adoption of this ordinance may continue to operate as permitted conforming uses, update and replace structures, and add square footage that is in compliance with the development plan of record.

DEVELOPMENT PROJECTION

The future building types include an urban mixed use district with integrated housing, a mix of retail and office, civic and other uses. A total of 7,500 housing units are expected within Tract A, which accounts for more than 80% of the housing units proposed in the PUD. The total square footage for employment is approximately 4.7 million square feet of non-residential use.

DENSITY

Residential development shall have a minimum density of sixty (60) dwelling units per acre or be within a building a minimum of five (5) stories tall if adjacent to the transit station. The density may be decreased with
Sector boundaries are approximate. Development plans should generally conform to the boundary lines shown.
distance from the station as long as the overall density of the portion of the entire development within one-half (½) mile of the transit station is at least forty (40) dwelling units per acre.

- **Sector 1** represents the core area extending out from the DART station on Tract A. As such it has the highest density of pedestrian streets and therefore the highest expectation for ground floor activity. At least 50% of all ground floors facing a designated pedestrian street shall consist of retail, restaurant, or another active use. Non-residential uses must have a minimum FAR of 1.5. Residential uses must represent between 25% and no more than 50% of building square footage within the development at each phase.

- **Sector 2** is the area farther from the DART station surrounding the Sector 1 core on both east and west sides. This area is expected to be more residential in nature than Sector 1. Residential uses must be at least 25% and no more than 75% of the total building square footage of the development at each phase. Non-residential uses must have a minimum FAR of 1.5.

- **Sector 3** is 0.5 miles from the DART station, but it commands sweeping views of the Trinity River and includes a large river frontage. Because of the location and views, it is expected to be more residential in character with higher density near the river. Residential uses must be at least 25% and no more than 75% of the total building square footage of the development at each phase. Non-residential uses must have a minimum FAR of 1.0. Increased density may require a DART access study into the feasibility of adding a new station or otherwise improving access.
DESIGN STANDARDS

See the Irving Land Development Code for applicable design standards under the **Transit-Oriented Development District, Section 52-32g**. Please refer to the city’s current land development code online at [CityofIrving.org](http://CityofIrving.org).

HEIGHTS

See the Irving Land Development Code for applicable design standards under the **Transit-Oriented Development District, Section 52-32g(e)(3)(a)**, which states:

> Restrictions on minimum building height are intended to assure a minimum level of urbanity and building intensity within a transit-oriented development. Buildings should be designed to allow relatively simple modifications to accommodate changing uses and occupancies over time without having to be demolished or rebuilt. The following height restrictions shall apply:

1. **Minimum building height (predominantly residential buildings):** Forty-five (45) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

2. **Minimum building height (predominantly non-residential buildings):** Five (5) stories, or sixty-five (65) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

3. **Minimum building height (civic/public/cultural buildings, exclusive of transit uses):** Thirty-five (35) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).
PRINCIPAL USES

See Appendix A for a description and list of permitted uses for each designation. Sector 1 shall have at least 50% of all ground floors facing a designated pedestrian street and consist of retail, restaurant, or another active use.

Uses existing on Lot 1, RPS Addition at the time of adoption of this ordinance may continue to operate, update and replace structures, and add square footage that is in compliance with the development plan of record.

PARKING

See the Irving Land Development Code for applicable parking standards under the Off-Street Parking Requirements, Section 52-36. Please refer to the city’s current land development code online at CityofIrving.org.

Parking requirement modifications may be allowed if the applicant submits parking data which illustrates that the standards do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. Data must be based on expert analysis conducted using the Urban Land Institute’s data and method contained in the most recent version of the publication “Shared Parking” or the data and methodology contained in the latest version of the Institute of Transportation Engineers publication “Parking Generation.”
See the Irving Land Development Code for applicable design standards under the Transit-Oriented Development District, Section 52-32g, which allows for the following reductions:

- Non-residential uses within one thousand (1,000) feet of the transit station may have the parking requirements reduced by twenty (20) percent from the city’s standard requirements.

- Non-residential uses between one thousand (1,000) feet and two thousand (2,000) feet of the transit station may have the parking requirements reduced by ten (10) percent from the city’s standard requirements.

Please refer to the city’s current land development code online at CityofIrving.org.

**TRANSPORTATION**

See the map on page 13 for proposed major thoroughfares and pedestrian access streets for Tract A.
Tract B and Tract C

**DESIGNATION**

Flex-Work

**DESCRIPTION**

Tract B is 54 acres and Tract C is 36 acres. Tracts B and C include several existing uses (auto sales, a motel, and trucking and related uses) and the existing approved site plans per zoning cases 4566, 2852, 4516, 4200 and 4680 for those areas are hereby adopted as approved development plans. Uses existing at the time of adoption of this ordinance may continue to operate as permitted conforming uses, update and replace structures, and add square footage that is in compliance with the development plan of record.

**DEVELOPMENT PROJECTION**

The total square footage for employment is approximately 1.2 million square feet of non-residential use.

**DENSITY**

No density requirements.

**HEIGHTS**
FIGURE 6

Tract B
Flex-Work

Tract C
Flex-Work

Legend:
- Site Boundary
- DART Line
- DART Station
- Major Thoroughfare
- Secondary Thoroughfare
- Pedestrian Streets
- Site Access Points
- Signature Bridge
- Water
- Flood Plain
Maximum height is five (5) stories, or sixty-five (65) feet above finished sidewalk grade to mid-line of roof structure or top of parapet.

**DESIGN STANDARDS**

See Appendix B for the Building Design Standards.

**PRINCIPAL USES**

See Appendix A for a description and list of permitted uses for each designation.

**PARKING**

See the Irving Land Development Code for applicable parking standards under the Off-Street Parking Requirements, Section 52-36. Please refer to the city’s current land development code online at CityofIrving.org.

Parking requirement modifications may be allowed if the applicant submits parking data which illustrates that the standards do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. Data must be based on expert analysis conducted using the Urban Land Institute’s data and method contained in the most recent version of the publication “Shared Parking” or the data and methodology contained in the latest version of the Institute of Transportation Engineers publication “Parking Generation.”

**TRANSPORTATION**

No thoroughfare or pedestrian street requirements.
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Tract D

DESIGNATION

Transit-Oriented Mixed Use Office

DESCRIPTION

Tract D is an employment district with at least 50% non-residential uses (maximum 50% residential) and a minimum floor-area ratio of 1.0 for non-residential uses. Tract D is 77 acres and it is owned by the City of Irving. The building types include office, retail and mixed use residential with non-residential uses occupying the ground floor.

DEVELOPMENT PROJECTION

Tract D may have up to 1,500 housing units, all of which are anticipated to be mixed use residential. The tract may include up to 3.5 million total square feet in employment uses, split between retail, office, hotel and other non-residential uses.

DENSITY

This area is expected to be more non-residential in character and have at least 50% of the total building square footage in non-residential uses. No more than 50% of the total building square footage of development shall be residential. Residential development shall have a minimum density of sixty (60) dwelling units per acre or be within a building a minimum of five (5) stories tall if adjacent to the transit station. The density may be decreased with distance from the station as long as the overall density of the portion of the entire development within one-half (½) mile of the transit station is at least forty (40) dwelling units per acre. Non-residential uses must have a minimum FAR of 1.0.
FIGURE 7

Tract D
Transit-Oriented
Mixed Use/Office
DESIGN STANDARDS

See the Irving Land Development Code for applicable design standards under the **Transit-Oriented Development District, Section 52-32g**. Please refer to the city’s current land development code online at [CityofIrving.org](http://CityofIrving.org).

HEIGHTS

See the Irving Land Development Code for applicable design standards under the **Transit-Oriented Development District, Section 52-32g**, which states:

> Restrictions on minimum building height are intended to assure a minimum level of urbanity and building intensity within a Transit-oriented development. Buildings should be designed to allow relatively simple modifications to accommodate changing uses and occupancies over time without having to be demolished or rebuilt. The following restrictions shall apply:

1. Minimum building height (predominantly residential buildings): Forty-five (45) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

2. Minimum building height (predominantly non-residential buildings): Five (5) stories, or sixty-five (65) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

3. Minimum building height (civic, public, or cultural buildings, exclusive of transit uses): Thirty-five (35) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

PRINCIPAL USES

See **Appendix A** for a description and list of permitted uses for each designation.
PARKING

See the Irving Land Development Code for applicable parking standards under the Off-Street Parking Requirements, Section 52-36. Please refer to the city’s current land development code online at CityofIrving.org.

Parking requirement modifications may be allowed if the applicant submits parking data which illustrates that the standards do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. Data must be based on expert analysis conducted using the Urban Land Institute’s data and method contained in the most recent version of the publication “Shared Parking” or the data and methodology contained in the latest version of the Institute of Transportation Engineers publication “Parking Generation.”

See the Irving Land Development Code for applicable design standards under the Transit-Oriented Development District, Section 52-32g, which allows for the following reductions:

- Non-residential uses within one thousand (1,000) feet of the transit station may have the parking requirements reduced by twenty (20) percent from the city’s standard requirements.

- Non-residential uses between one thousand (1,000) feet and two thousand (2,000) feet of the transit station may have the parking requirements reduced by ten (10) percent from the city’s standard requirements.

TRANSPORTATION

See page 23 for proposed major thoroughfares and pedestrian access streets for Tract D.
Tract E

**DESIGNATION**

Mixed Use Village.

**DESCRIPTION**

Tract E is 87 acres and is owned by the University of Dallas, TCI Meridian Acres and 183 Land Corp. The anticipated residential building types will include traditional single family homes on 6,000 +/- square foot lots, cottage homes on 3,000 +/- square foot lots, townhouses, mixed use residential.

**DEVELOPMENT PROJECTION**

Tract E may have up to 436 residential units, 438,000 square feet of neighborhood-serving services and retail uses, and a hospital or medical campus.

**DENSITY**

Development shall not exceed the development projection above.

**HEIGHTS**

Maximum height is five (5) stories, or sixty-five (65) feet above finished sidewalk grade to mid-line of roof structure or top of parapet.

**DESIGN STANDARDS**

See Appendix B for the Building Design Standards.
PRINCIPAL USES

See Appendix A for a description and list of permitted uses for each designation.

PARKING

See the Irving Land Development Code for applicable parking standards under the Off-Street Parking Requirements, Section 52-36. Please refer to the city’s current land development code online at CityofIrving.org.

Parking requirement modifications may be allowed if the applicant submits parking data which illustrates that the standards do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. Data must be based on expert analysis conducted using the Urban Land Institute’s data and method contained in the most recent version of the publication “Shared Parking” or the data and methodology contained in the latest version of the Institute of Transportation Engineers publication “Parking Generation.”

TRANSPORTATION

See Figure 8 for proposed major thoroughfares and pedestrian access streets for Tract E.
Tract F

DESIGNATION

Transit-Oriented Mixed Use Office

DESCRIPTION

Tract F is 57 acres and currently owned by the University of Dallas, and Trinity East Energy LLC. The building types include a business-oriented mixed use, pedestrian friendly development including retail, office, entertainment, housing, civic and traveler’s accommodations.

DEVELOPMENT PROJECTION

Tract F allows up to 440 housing units and 2,120,000 square feet in non-residential employment uses.

DENSITY

This area is expected to be more non-residential in character and have at least 75% of the total building square footage in non-residential uses. No more than 25% of the total building square footage of development shall be residential. Residential development shall have a minimum density of sixty (60) dwelling units per acre or be within a building a minimum of five (5) stories tall if adjacent to the transit station. The density may be decreased with distance from the station as long as the overall density of the portion of the entire development within one-half (½) mile of the transit station is at least forty (40) dwelling units per acre. Non-residential uses must have a minimum FAR of 1.0.
DESIGN STANDARDS

See the Irving Land Development Code for applicable design standards under the Transit-Oriented Development District, Section 52-32g. Please refer to the city’s current land development code online at CityofIrving.org.

HEIGHTS

See the Irving Land Development Code for applicable design standards under the Transit-Oriented Development District, Section 52-32g, which states:

Restrictions on minimum building height are intended to assure a minimum level of urbanity and building intensity within a Transit-oriented development. Buildings should be designed to allow relatively simple modifications to accommodate changing uses and occupancies over time without having to be demolished or rebuilt. The following restrictions shall apply:

1. Minimum building height (predominantly residential buildings): Forty-five (45) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

2. Minimum building height (predominantly non-residential buildings): Five (5) stories, or sixty-five (65) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

3. Minimum building height (civic/public/cultural buildings, exclusive of transit uses): Thirty-five (35) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

PRINCIPAL USES

Residential uses are permitted, but not required. See Appendix A for a description and list of permitted uses for each designation.
PARKING

See the Irving Land Development Code for applicable parking standards under the **Off-Street Parking Requirements, Section 52-36**. Please refer to the city’s current land development code online at [CityofIrving.org](http://CityofIrving.org).

Parking requirement modifications may be allowed if the applicant submits parking data which illustrates that the standards do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. Data must be based on expert analysis conducted using the Urban Land Institute’s data and method contained in the most recent version of the publication “Shared Parking” or the data and methodology contained in the latest version of the Institute of Transportation Engineers publication “Parking Generation.”

See the Irving Land Development Code for applicable design standards under the **Transit-Oriented Development District, Section 52-32g**, which allows for the following parking reductions:

- **Non-residential uses within one thousand (1,000) feet of the transit station may have the parking requirements reduced by twenty (20) percent from the city’s standard requirements.**

- **Non-residential uses between one thousand (1,000) feet and two thousand (2,000) feet of the transit station may have the parking requirements reduced by ten (10) percent from the city’s standard requirements.**

TRANSPORTATION

See Figure 9 for proposed major thoroughfares and pedestrian access streets for Tract F.
Tract G

**DESIGNATION**

Transit-Oriented Corporate Office

**DESCRIPTION**

Tract G is 33 acres and currently owned by the University of Dallas. The building types include a business-oriented mixed use, pedestrian friendly development including retail, office, entertainment, housing, civic and traveler’s accommodations.

**DEVELOPMENT PROJECTION**

Tract G allows up to 173 mixed use residential units. Up to 838,000 square feet of non-residential uses is permitted. Residential uses are permitted, but not required.

**DENSITY**

This area is expected to be more non-residential in character and have at least 75% of the total building square footage in non-residential uses. No more than 25% of the total building square footage of development shall be residential. Residential development shall have a minimum density of forty (40) dwelling units per acre. Non-residential uses must have a minimum FAR of 1.0.
FIGURE 10

Open Space

Tract G

Transit-Oriented Mixed Use/Office
DESIGN STANDARDS

See the Irving Land Development Code for applicable design standards under the Transit-Oriented Development District, Section 52-32g. Please refer to the city’s current land development code online at CityofIrving.org.

HEIGHTS

See Irving Land Development Code for applicable design standards under the Transit-Oriented Development District, Section 52-32g, which states:

Restrictions on minimum building height are intended to assure a minimum level of urbanity and building intensity within a Transit-oriented development. Buildings should be designed to allow relatively simple modifications to accommodate changing uses and occupancies over time without having to be demolished or rebuilt. The following restrictions shall apply:

1. Minimum building height (predominantly residential buildings): Forty-five (45) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

2. Minimum building height (predominantly non-residential buildings): Five (5) stories, or sixty-five (65) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

3. Minimum building height (civic/public/cultural buildings, exclusive of transit uses): Thirty-five (35) feet above finished sidewalk grade to mid-line of roof structure or top of parapet (pertains to seventy (70) percent of each property).

PRINCIPAL USES

Residential uses are permitted, but not required. See Appendix A for a description and list of permitted uses for each designation.
PARKING

See the Irving Land Development Code for applicable parking standards under the **Off-Street Parking Requirements, Section 52-36**.

Parking requirement modifications may be allowed if the applicant submits parking data which illustrates that the standards do not accurately apply to a specific development. The data submitted for an alternative parking plan shall include, at a minimum, the size and type of the proposed development, and the anticipated peak and average parking loads of all uses. Data must be based on expert analysis conducted using the Urban Land Institute’s data and method contained in the most recent version of the publication “Shared Parking” or the data and methodology contained in the latest version of the Institute of Transportation Engineers publication “Parking Generation”.

See also the **Transit-Oriented Development District, Section 52-32g**, which allows for the following parking reductions:

- Non-residential uses within one thousand (1,000) feet of the transit station may have the parking requirements reduced by twenty (20) percent from the city’s standard requirements.

- Non-residential uses between one thousand (1,000) feet and two thousand (2,000) feet of the transit station may have the parking requirements reduced by ten (10) percent from the city’s standard requirements.

Please refer to the city’s current land development code online at [CityofIrving.org](http://CityofIrving.org).

TRANSPORTATION

See Figure 10 for proposed major thoroughfares and pedestrian access streets for Tract G.
Tract H

DESCRIPTION

Tract H (155 acres) is entirely within the Trinity River floodplain, and is intended for use as open space. It is not considered buildable, but is a natural amenity that serves the entire city.

TRANSPORTATION

The proposed major thoroughfares and pedestrian access streets for Tract H are illustrated below. New connections to the Campión Trail from Tracts A and F are anticipated.
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Open Space Plans

The Irving PUD #6 is located next to a large public open space amenity, the Trinity River Greenway. Nevertheless, the development should contain significant open space and plazas internal to the development to provide for light, air and general livability as part of the standard development requirements. Accordingly, at least 10% of the area of tracts A through G should be reserved for open space. Tracts A, D, and F, being more urban in nature, may provide plazas, boulevards, wide sidewalks and other like pedestrian amenities, as well as parks to fulfill open space requirements. The parks and open space in Tract E are expected to serve nearby residential uses, but can also be employed as more traditional urban features, such as wide boulevards and park blocks.
- **Trinity River Greenway:** The Greenway is a tremendous asset, and could be visible from multi-story buildings elsewhere in the development. In addition, improvements such as the Campión Trail will continue to increase its value as an amenity. Future designs should take advantage of the site’s proximity to the Greenway by providing physical and visual access.
While the freeways that transect the Irving PUD #6 provide tremendous access and visibility to hundreds of thousands of people every day, they also pose tremendous barriers for human-scale development and safe crossings. In addition, the DART Orange Line stations are a unique and valuable asset, and the design and future uses of the site should leverage and make maximum use of this public investment. Therefore, the following issues shall be included in the site design requirements for the PUD:

- **Site Access:** Because of constraints, most tracts in this PUD have a limited number of access points, which are not anticipated to increase in number in the future. Given the intensity allowed on several of the tracts, these access points must be designed to meet the expected traffic volumes based on expected future build-out. In addition to vehicular access, many of the access points will provide critical pedestrian and bicycle movement between the sites, often spanning the freeways that transect the PUD. Therefore the site access points shall be designed as multi-modal roads that ensure safety for all types of users.

- **DART Stations:** There are two DART stations in the PUD - one the University of Dallas Station, the other at the foot of the signature bridge. These are critical elements of the overall PUD design. They are both at the level of the rail line, and may be below the surface street elevation. Incorporating these assets into the design of the urban area is critical. Both horizontal and vertical access will be considered and evaluated. Working with DART, innovative site designs may be required of future development proposals. DART access should be considered, including investigating the possibility of an additional station, for Tract A, Sector 3.
• **Major Thoroughfares:** Major thoroughfares are designated within or to each tract. While the exact alignment is not determined by this PUD, it is required that designs include road connection or connections in the same general area and arrangement as shown in this PUD in order to facilitate circulation on the site and between tracts. They must be designed as multi-modal facilities able to handle the expected traffic volume based on the build-out scenario contained herein, or updated estimates based on future proposals.

• **Secondary Thoroughfares:** Secondary thoroughfares are indicated in a conceptual fashion, and final designs do not need to replicate the designs contained herein. However, final designs must provide the same or greater number of blocks and intersections shown to ensure adequate and convenient access and connectivity throughout the PUD.

• **The Signature Bridge:** The bridge is a critical component that provides access between Tracts A and D, crossing Hwy 114. It has been designed to be an iconic and gateway piece of architecture. Views and access to the bridge should be enhanced in proposed designs for Tracts A and D. The east side of the bridge will provide access to a DART station, and the connections between the bridge pedestrian facilities and the DART station shall be designed in detail to allow for convenient pedestrian access to the station.

• **Multi-modal accessibility:** Pedestrian Streets are indicated on some Primary and Secondary thoroughfares. These are intended to be designed and implemented as high quality pedestrian environments, with, at a minimum, protection from traffic, buildings fronting on wide
sidewalks of at least 8 feet in width, street trees, and pedestrian-scale street lights. Final designs will need to accommodate and include these elements in their designs.

- **Street Cross Sections**: With some exceptions for major facilities, the streets on the PUD in Irving are expected to be a mix of 60, 80, and 100 foot rights of way. On street parking is encouraged on all Major Thoroughfares and Pedestrian streets. Example cross sections are pictured in Figures 13 and 14.

- **Other transit**: DART Bus routes shall be indicated in final designs, with bus stop facilities, especially on Pedestrian Streets. Internal circulator transit that serves the PUD will be developed as it matures and shall be considered in the Development Plans.

- **Bicycle routes**: Bicycle routes shall be planned in the transportation system, and designed in the road either as separate bike paths on heavily traveled streets, as shared bike lanes ("sharrows") on lightly traveled streets, or off-street bike paths, designed to be shared with pedestrians.

- **Trails**: The Campión Trail and any future trail system improvements shall be acknowledged in the plans, and connections established. At a minimum, those connections indicated in the PUD maps shall be constructed.
FIGURE 13

Major Thoroughfare (116') - Parking and Bicycle Option

Major Thoroughfare (100') - Bicycle Option

Major Thoroughfare (100') - Parking Option
FIGURE 14

Secondary Thoroughfare (80')

Secondary Thoroughfare (60')
Appendices

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Appendix A:
PUD Land Use Designations: Definitions and Permitted Uses

PUD Land Use Definitions:

TRANSIT-ORIENTED MIXED USE COMMUNITY DESIGNATION:

- **Sector 1** represents the core area extending out from the DART station on Tract A. As such it has the highest density of pedestrian streets and therefore the highest expectation for ground floor activity. At least 50% of all ground floors facing a designated pedestrian street shall consist of retail, restaurant, or another active use. All residential uses must be at least 60 units per acre. Non-residential uses must have a minimum FAR of 1.5. Residential uses must represent between 25% and no more than 50% of building square footage within the development at each phase.

- **Sector 2** is the area farther from the DART station surrounding the Sector 1 core on both east and west sides. This area is expected to be more residential in nature than Sector 1. Residential uses must be at least 25% and no more than 75% of the total building square footage of the development at each phase. All residential uses must be at least 60 units per acre. Non-residential uses must have a minimum FAR of 1.5.

- **Sector 3** is farther from the DART station, but commands sweeping views of the Trinity River and the large river frontage. Because of the location and views, it is expected to be more residential in character with higher density near the river. Residential uses must be at least 25% and no more than 75% of the total building square footage of the development at each phase. Residential uses must have an average
density of 40 units per acre. Non-residential uses must have a minimum FAR of 1.0.

**TRANSIT-ORIENTED MIXED USE OFFICE DESIGNATION:**

These areas are employment-focused land within Tracts D, F, and G, and are expected to also have a high degree of walkability and pedestrian-focused design. This area is expected to be more non-residential in character.

**MIXED USE VILLAGE DESIGNATION:**

The following regulations shall apply to development within the areas designated Mixed Use Village within the PUD. These areas shall allow the uses and regulations as defined below. Up to 20% of area can be used for institutional uses and civic uses and up to 40% of the area for commercial uses. In addition to the residential uses, this area shall also allow medical facilities of varying sizes, including hospitals, health care centers, medical offices, and assisted living facilities. The Building Design Standards (Appendix B) shall apply.

**FLEX-WORK DESIGNATION:**

These areas are employment-focused land within Tracts B and C. Flex-Work is intended for a variety of uses, such as light industrial flex space, high tech single user manufacturing, small pad retail, office park, and small entrepreneur flex space. The Building Design Standards (Appendix B) shall apply.
APPLYING PUD LAND USE DESIGNATIONS:

1. Definition of Floor Area Ratio (FAR): The total square feet of a building divided by the total square feet of the lot on which the building is located. Buildings of varying numbers of stories can have the same FAR, because the FAR counts the total floor area of a building, not just the building’s footprint. Parking structures are not included in the calculation. On a 40,000 square-foot lot, a 100,000 square-foot, building has the same FAR (2.5) whether it has 4 or 10 stories.

2. When calculating the split between residential and non-residential uses, compliance will be determined upon square footages calculated and tracked for each property owner. Square footage shall be accounted for based on total building square footage, not lot area or building footprint.

3. The regulations provide a cap on residential and multifamily units, and a maximum or minimum on non-residential uses. Use percentages are to be calculated at each phase and at total build-out to ensure a mix of uses is included in each phase of development. The required use percentages must be constructed within each development phase of a tract before an application for a new phase will be considered for that tract.

4. Applicants will be required to consult the city, school districts, and other governmental entities to provide a plan that ensures adequate services are included as necessary.

5. Restaurant uses shall count toward the non-residential portion of a TOD and toward the commercial portion of the residential area.
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<td>MIXED USE VILLAGE</td>
<td>1. All uses allowed in R-6, R-MF-2, R-TH, C-N or C-O.</td>
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<tr>
<td>TOD MIXED USE COMMUNITY</td>
<td>All structures must conform to TOD district guidelines except where elsewhere modified in this ordinance,</td>
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<tr>
<td></td>
<td>1. All uses allowed in TOD including high density multifamily, R-TH, C-N, or C-O,</td>
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<tr>
<td></td>
<td>2. Single family detached dwellings on lots equal to or larger than 2500 square feet,</td>
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<td></td>
<td>3. Mixed Use Buildings containing allowed non-residential uses on the first floor and residential or non-residential uses on higher floors,</td>
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<td>4. Hotel uses that conform with the requirements of Section 52-35b,</td>
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<td></td>
<td>5. Street vending/concession sales, provided that the activity does not block pedestrian path or take place in a parking space that has not been designated for vending/concession use,</td>
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<td></td>
<td>6. Outdoor dining in conjunction with an indoor restaurant,</td>
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<td></td>
<td>7. Any use currently in operation at the time of this ordinance’s passage shall be considered a legal, conforming use, and be permitted to continue operations, renovate, rebuild, and expand on that use’s existing site as long as the use is not discontinued for a period of longer than 180 days.</td>
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<tr>
<td>PUD DISTRICTS</td>
<td>PRINCIPAL USES</td>
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<tr>
<td>FLEX-WORK</td>
<td>1. All uses allowed in ML-20, ML-20A or FWY except for:</td>
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<tr>
<td></td>
<td>a. Sexually Oriented Businesses,</td>
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<td></td>
<td>b. Railway Passenger and Freight Stations</td>
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<td></td>
<td>c. Motor Freight Terminals,</td>
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<td></td>
<td>d. Trucking Terminals</td>
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<td></td>
<td>e. Automotive Sales and Service, new or used cars and trucks</td>
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<tr>
<td></td>
<td>f. Drive-in motion picture theatre</td>
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<tr>
<td></td>
<td>g. Truck or trailer rental</td>
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</tbody>
</table>
FIGURE 14

CONTINUING LAND USES
- Transit-Oriented Mixed-Use Sector 3
- Flex-Work
- Continuing Use Boundary
Appendix B:
Non-Residential Building Design Standards for the Irving PUD #6

Non-Residential Site Design Standards in Mixed Use Village Tract for uses on streets designated Pedestrian or Thoroughfare.

A. Building Placement

1. Primary Frontage
   A minimum of 50% of the primary street frontage for each development shall have buildings within 10 feet of the front property line with the principal entrance located on that frontage. On a corner lot or a lot with frontages on multiple streets, the Planning Director shall determine the primary street frontage considering the following:
   
   a. The street classification of all streets;
   
   b. The prevailing orientation of other buildings in the area;
   
   c. The length of the block face on which the building is located;
   
   and,
   
   d. The location of any alley.

2. All Other Frontages
   With some exceptions for sight easements and utility easements, a minimum of 50% of the side and rear street frontages shall have buildings or walls or hedges, at least four feet in height, within 10 feet of the respective property line.
B. Building Design

1. Primary Frontage
   To provide visual connection between activities inside and outside the building, 50% of the building façade between two and 10 feet in height, as measured from the adjacent sidewalk, shall be made of windows or doors that are transparent, the bottom of which may not be more than four feet above the adjacent sidewalk.

2. All Other Building Frontages
   All other street-facing facades, other than those facing an alley, shall comply with either of the standards listed below.

   a. Thirty percent (30%) of the building façade between two and 10 feet in height shall be made of windows or doors that are transparent, the bottom of which may not be more than four feet above the adjacent sidewalk.

   b. Have at least five of the following elements incorporated into the street-facing facade:
      
      1. Masonry (except for flat, non-decorative concrete block);
      2. Concrete or masonry wall base;
      3. Belt courses of a different texture and color;
      4. Projecting cornice;
      5. Decorative tile work;
      6. Medallions;
      7. Opaque or translucent glass;
      8. Artwork or wall graphics;
9. Lighting fixtures;

10. Green or “living” walls; or,

11. Architectural elements not listed above, as approved by either the Development Plan or the Director or Designee.

3. Building Orientation
   Buildings shall have their primary entrance facing the primary street. The primary entrance shall be readily apparent as a prominent architectural component and visible from the street.

C. Site Design

1. Parking Areas
   a. Surface Parking
      All off-street surface parking shall be located to the side or rear of the primary main building and shall be screened from the sidewalk by a wall or plantings between two and four feet in height. Parking areas shall comprise 40% or less of the street frontage for the lot or tract and, on corner lots, may not be located at the corner.

   b. Structured Parking
      1. Parking structure facades. Parking structure facades along street frontages shall complement and be integrated into the design of the principal building.

      2. Parking structure ground floor uses. Active uses shall be required on 30% of the ground floor frontage of parking structures facing the street.

2. Pedestrian Ways
   a. Where a sidewalk(s), multi-use path(s), or public transportation stop exists on the perimeter of a lot, a designated pedestrian access way shall connect the sidewalk, path or transportation stop to the primary entrance of the building. Pedestrian paths to buildings through parking lots shall be a minimum of 8-feet wide and clearly marked with paint, paving material, or other physical identification.

   b. No sidewalk waivers shall be granted.
c. Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating may be allowed in the right-of-way subject to approval by the Public Works Director.

3. Screening

a. Loading docks shall be fully screened from the street or from adjacent residential property with screening that is a minimum of eight feet in height and complementary to the principal building architecture.

b. Mechanical equipment and dumpsters shall be screened from view of all street frontages and adjacent properties with materials the same or a complimentary color and/or style as the building. If located on the roof, mechanical equipment shall be screened from view of these areas from ground level (all segments) using the same color and/or a style compatible with the building façade.

4. Fences and Walls

a. Materials
Fences and walls, other than those required for screening, shall be constructed of wood, decorative metal, or masonry (other than unfinished or painted concrete block). The structural support members of wooden perimeter fences shall be located on the interior of the fence and shall not be visible from adjacent properties.

b. Height
Fences located in front yards may not be higher than four feet in height and must be constructed to permit 50% visibility into the yard unless they are required screening.

5. Pedestrian Amenities
Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating may be allowed in the right-of-way subject to approval by the Public Works Director.

6. Transit Support

a. Developments shall coordinate with DART and provide appropriate transit supportive elements, if required.
Site Design Standards for non-residential uses on streets other than Pedestrian or Thoroughfare in the Mixed Use Village Tract, and any portion of the Flex-Work Designations on Pedestrian or Thoroughfare streets.

These areas are not as accessible to the DART stations, but are those areas that are more auto-oriented; however they have a high potential for walkability and bicycling and transit service.

A. Building Placement for Non-Residential Structures and Apartments

A minimum of 50% of the primary street frontage for any development shall have buildings within 60 feet of the front property line with the principal entrance located on that frontage. On a corner lot or a lot with frontages on multiple streets, the Planning Director shall determine the primary street frontage considering the following:

1. The street classification of all streets;
2. The prevailing orientation of other buildings in the area;
3. The length of the block face on which the building is located; and,
4. The location of any alley.

B. Building Design for Non-Residential Structures and Apartments

1. Primary Frontage
   To provide visual connection between activities inside and outside the building, 25% of the building façade between two and 10 feet in height, as measured from the adjacent sidewalk, shall be made of windows or doors that are transparent, the bottom of which
may not be more than four feet above the adjacent sidewalk. Windows shall not be mirrored or have glass tinted darker than 40% in order to meet this requirement.

2. **All Other Building Frontages**
   All other street-facing facades, other than those facing an alley, shall comply with either of the standards listed below.

   a. Meet the primary frontage requirement above; or,

   b. Comply with Section 52-35c Commercial Design Standards

3. **Building Orientation for Non-Residential Structures and Apartments**
   Buildings shall have their primary entrance facing the primary street. The primary entrance shall be readily apparent as a prominent architectural component and visible from the street.

### C. Site Design

1. **Parking Areas for Non-Residential Structures and Apartments**
   No more than one row of parking spaces shall be allowed in the front of a building on its primary frontage.

2. **Pedestrian Ways**
   a. Where a sidewalk(s), multi-use path(s), or public transportation stop exists on the perimeter of a lot, a designated pedestrian access way shall connect the sidewalk, path or transportation stop to the primary entrance of the building. Pedestrian paths to buildings through parking lots shall be a minimum of eight
feet wide and clearly marked with paint, paving material, or other physical identification.

b. A mid-block pedestrian passage may be required when the face of the block exceeds 1,500 feet, unless site restrictions do not permit its creation. Such passage shall be located roughly perpendicular to the longest block face and at least 500 feet from any cross street.

c. Pedestrian amenities such as benches, trash receptacles, galleries, arcades, awnings, and outdoor seating may be allowed in the right-of-way subject to approval by the Public Works Director.

3. **Transit Support**

   a. Developments shall coordinate with DART and provide appropriate transit supportive elements, if required.

4. **Screening**
a. Loading docks shall be fully screened from the street or from adjacent residential property with screening that is a minimum of eight feet in height and complementary to the principal building architecture.

b. Mechanical equipment and dumpsters shall be screened from view of all street frontages and adjacent properties with materials the same or a complementary color and/or a style as the building. If located on the roof, mechanical equipment shall be screened from ground level view using materials the same color and/or a style compatible with the building façade.

5. Fences and Walls

a. Materials

Fences and walls, other than those required for screening, shall be constructed of wood, decorative metal, or masonry (other than unfinished or painted concrete block. The structural support members of wooden perimeter fences shall be located on the interior of the fence and shall not be visible from adjacent properties.

b. Height

Fences located in front yards are allowed up to 4 feet in height if they are constructed with at least 50% visibility.
Appendix C:
Landscaping & Screening Design Standards

Landscaping and Screening Design Standards for Flex-Work uses.

The areas with the Flex-Work land use designation shall be subject to the following screening requirements. Screening is only required for the rear of buildings, loading docks, mechanical equipment or uses such as outdoor storage.

A. Industrial Buffer

1. The purpose of a buffer requirement is to interrupt sight lines from the freeways to the industrial areas.

2. A required buffer shall be measured from the property line and may be located wholly or partially within a required setback. Water, sanitary sewer, electrical, telephone, natural gas, cable, underground storm drainage systems, or other service lines may be located within buffers with the approval of the service providers. The parking and driving of vehicles is prohibited in a required buffer except when providing access to adjacent sites. Design variations may be permitted by the Director of planning or his/her designee.

One of the following two types of buffers shall be required:

a. 6-Foot Vegetative Screen
   This buffer uses screening to provide the physical and visual separation between public right of way and the uses on the property. The buffer shall be a minimum of 15 feet wide.

   1. A continuous 6-foot screen along the property line, consisting of:
      i. continuous evergreen shrubs, or
      ii. a wall or fence.

   2. The number of trees required is:
      i. one large tree per 40 linear feet, or
ii. one ornamental tree per 20 linear feet.

3. Ground cover plants must cover the remainder of the landscaped area.

4. Trees of different sizes may be combined to meet the standard.

5. Trees may be grouped.

b. 6-Foot Tall Wall
   This buffer requires a wall to provide physical and visual separation between uses and the freeway. Required materials and structures:

1. A 6-foot tall masonry wall.

2. One 3-foot tall shrub is required for every 7 linear feet of wall. The shrubs shall be planted on the outside of the wall.

3. The number of trees required is:
   i. one large per 40 linear feet, or
   ii. one ornamental tree per 20 linear feet.

4. Ground cover plants must cover the remainder of the landscaped area.

5. Trees of different sizes may be combined to meet the standard.

6. Trees may be grouped.
Appendix D:
Planned Unit Development Application Findings

Irving’s Land Development Code establishes data requirements that must accompany any application for PUD zoning. The Irving PUD #6 has met those requirements in the following ways:

1. **Metes and bounds description of the overall tract with topographic information necessary to project the natural terrain and environmental character of the site.**
   City will provide the legal description of the PUD site area extents to provide topographical information to project natural terrain and environmental character of the site.

2. **A written description of the existing and allowable land use surrounding the proposed PUD district.**
   The majority of the site, which includes the specific areas that are anticipated to experience the most redevelopment, is bounded by major freeways with limited access points and thus not immediately adjacent to any other land uses. Tract B and C do have neighboring industrial sites to the east and south and a mobile home park (ML-120). Tract E is just west of the University of Dallas and residential neighborhoods (SP-2), but it is separated by a significant slope. The Trinity River runs across the northern border of the PUD site.

3. **A written description of planning assumptions and projections relating the PUD to the overall community growth and planning goals.**
4. **A plan indicating location of major and secondary thoroughfares, as proposed within the City Master Thoroughfare Plan.**

   See Chapter 4: Planning Projections.

5. **A categorical listing of the total acreage for each land use related to current zoning district designations or the specific purpose.**

   For categorical definitions, see Chapter 3: Land Use Standards and Regulations.

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<th>LAND USE</th>
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<td>A</td>
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<td>H</td>
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6. **Indication by acreage or percentage of total development, all major areas planned for public or private common open space.**

   See The Irving PUD #6 under Open Space Plans. Tracts A-G allow for 10% of the area reserved for open space, plus Tract H.
7. Applications with gross land area of more than one hundred (100) acres shall have the option of filing either a graphic plan or a perimeter plan indicating land use to a depth of three hundred (300) feet around the exterior of the total site.

See the Land Use Map in Chapter 2: The PUD Process.

8. A written indication of the maximum number of residential dwelling units to be constructed within the total PUD district.

See the Planning Projections: Overall Build-out.
Appendix E: Natural Terrain and Environmental Character

Illustration: Topographic Map and Environmental Character Map

This is a required component for PUD applications under Section 52-32c (3.2) (a) in order to provide topographical information to project natural terrain and environmental character of the site.