
Appendix A: Planned Development Design Guidelines

The following identifies information as it pertains to the development of a planned development (PD) district for the City of Universal City, Texas called the East Aviation District.

The information provided in this document can serve as a starting point for the final development of the proposed PD district, whose boundary is illustrated in **Figure 1**. Information included in this document include:

- A. Site Layout
- B. Design Guidelines
- C. Location of Streets and Parking Areas,
- D. Location of Open Spaces
- E. Location of all Entrances onto Existing and/or proposed adjacent roadways
- F. Location of all proposed or existing lots
- G. Proposed residential density and number of dwelling units by development phase
- H. Total floor area and floor area ration for each use



Figure 1: Proposed Planned Development within Universal City, TX

A. Site Layout

Figure 2 illustrates the proposed PD district based on seven (7) land uses.



Figure 2: Proposed Planned Development Site Plan

Zoning Districts Statement of Purpose

1. Residential uses

- a. Townhomes - This district is intended to provide appropriate areas for townhomes with zero lot line construction, and placement of clustered patterns of housing are appropriate in this district.
- b. Single Family Low Density - This district is established for large-lot single-family residential housing. It is consistent with a low-density suburban housing with larger floor areas for buildable space. Housing is arranged in a conventional detached format. This district is also appropriate to provide areas for townhomes.
- c. Single Family Medium Density – This district is established for small-lot single-family residential housing. It is consistent with a very medium-density suburban living. Housing is arranged in a conventional detached format. This district is also appropriate to provide areas for townhomes.

2. Non-residential uses

- a. Commercial Zone 1 - This district is intended for a wide range of retail trade uses, personal services, restaurants and food sales. It is primarily intended for use in high traffic areas adjacent to arterial streets or principal streets and is appropriate for relatively high-volume commercial centers.
- b. Commercial Zone 2 - This district is intended to provide for a full range of commercial services which satisfy the needs of the entire community and its visitors.
- c. Commercial Zone 3 - This district is intended to provide lodging services involving the provision of room and/or board. Typical uses include hotels and extended stays.

3. Mixed Use

- a. This district is intended to allow for mixture or uses including high density residential apartments, retail trade, offices and food sales.

Source: City of Universal city code of ordinance, **ARTICLE IV** Zoning districts Purpose statement, and AECOM

B. Design Guidelines

This section of the report provides information pertaining to the individual land uses and their proposed lot coverage, building placement, building form, and permitted uses.

Lot coverage represents buildable area or the sum of all the impervious surfaces on a lot, which includes building footprint, driveways, and surface parking areas. **Table 1**, indicates the proposed Lot Coverage & Building Placement for the proposed PD.

Green space includes landscaping and sidewalks.

Building placement is critical in creating a consistent and an active public space. Building placement requirements shall be measured from the back of curb instead of the front property line. Where multiple buildings are proposed within a development or a block, the placement of buildings at the rear of a site is allowed if one or more buildings are placed along the street front of the site meeting the building placement and setback and building frontage requirements. Building placement requirements are comprised of three zones – Landscape zone, Sidewalk and Building frontage. **Table 1**, indicates the proposed Lot Coverage & Building Placement for the proposed PD.

Building form standards are to the determine the scale and massing of all buildings within each zone. **Table 2** indicates the building form and architecture. Building form determines the scale and massing of all buildings within each use

Permitted Uses identifies the uses that are allowed in each Land Use of this PD. **Table 3**, indicates the proposed permitted uses.

Table 1: Lot Coverage & Building Placement

Land Use	Min. Lot Coverage	Max. Lot Coverage	Front Setback * Refer to building placement description	Rear Setback	Side Setback
Commercial Zone 1	80%	90%	18' Storefront Street (5' Landscape buffer, 8' sidewalk, 5' building frontage)	3'	0'
Commercial Zone 2	70%	85%	22'- 25' Principal Street (4'-5' Landscape buffer, 13 - 15' shared use path, 5' building frontage) 14' – 15' Local street (3'- 4' Landscape buffer, 6' sidewalk, 5' building frontage)	5' (alley) 10' (no alley)	0' – 10' where required (Refer to masterplan)
Commercial Zone 3	60%	70%	22'- 25' Principal Street (4'-5' Landscape buffer, 13 - 15' shared use path, 5' building frontage) 18' Storefront street (5' Landscape buffer, 8' sidewalk, 5' building frontage) 14' – 15' Local street (3'- 4' Landscape buffer, 6' sidewalk, 5' building frontage)	N/A	N/A
Mixed use	80%	100%	22'- 25' Principal Street (4'-5' Landscape buffer, 13 - 15' shared use path, 5' building frontage) 18' Storefront street (5' Landscape buffer, 8' sidewalk, 5' building frontage) 14' – 15' Local street (3'- 4' Landscape buffer, 6' sidewalk, 5' building frontage)	N/A	N/A

Land Use	Min. Lot Coverage	Max. Lot Coverage	Front Setback * Refer to building placement description	Rear Setback	Side Setback
Residential Single Family <i>(Low Density & Medium Density)</i>	**1,800sf of living space and 400sf for parking	75%	14' – 15' Local street (3'- 4' Landscape buffer, 6' sidewalk, 5' building frontage)	6'	20'
Residential Townhomes	80%	90%	14' – 15' Local street (3'- 4' Landscape buffer, 6' sidewalk, 5' building frontage)	70' – 80'	50'

Source: AECOM, 2020

** Living space means the space within a dwelling unit utilized for living, sleeping, eating, cooking, bathing, washing and sanitation purposes. This term shall not include porches and garages.

Table 2: Building Form Requirement based on Land Use

Land Use	Max. Building Height	Building Length (Minimum)	Building Length (Maximum)	Building Depth (Minimum)	Building Depth (Maximum)
Commercial Zone 1	1 story / 15ft	120ft	150ft	60ft	80ft
Commercial Zone 2	1 story / 15ft	50ft	180ft	50ft	80ft
Commercial Zone 3	3 stories / 40ft	150ft	220ft	60ft	100ft
Mixed use	5 stories / 70 ft	N/A	N/A	N/A	N/A
Residential <i>(Townhomes & Single family)</i>	2 stories / 30ft	160ft	220ft	50ft	80ft

Source: AECOM

Table 3: Permitted Uses

Permitted Use	Commercial Zone 1	Commercial Zone 2	Commercial Zone 3 * All uses are ancillary to Hotel only	Mixed Use	Residential (Townhome & Single Family)	Open Space / Entertainment (Temporary Structures)
Townhomes (1)	-	-	-	-	P	-
Single Family Homes (Detached)	-	-	-	-	P	-
Apartments (2)	-	-	-	P	-	-
Administrative & Business Office (3)	-	S	-	P	-	-
Health Care Offices	-	S	-	P	-	-
Professional Offices	-	S	-	P	-	-
Commercial off-street Parking	S	S	P	P	-	-
Business or Trad School (4)	-	P	-	-	-	-
Cocktail Lounge	P	P	P	S	-	P
Outdoor entertainment (5)	P	-	P	-	-	P
Financial services	-	S	-	P	-	-
Food sales (6)	P	P	P	P	P	P
Liquor sales	P	P	P	-	-	-
Restaurant-general (7)	P	P	P	P	-	-
Restaurant-Convenience	P	P	P	P	-	-
General Retail Sales (8)	P	P	P	P	-	-
Local Convenience Store	P	P	-	P	-	-
Pet Services & Kennels	P	S	-	-	-	-
Personal services.	-	P	-	P	-	-
Personal improvement services (9)	P	P	-	P	-	-
Hotel-motel	-	-	P	-	-	-

Permitted Use	Commercial Zone 1	Commercial Zone 2	Commercial Zone 3 * All uses are ancillary to Hotel only	Mixed Use	Residential (Townhome & Single Family)	Open Space / Entertainment (Temporary Structures)
Artisan sales (10)	P	P	-	S	-	-
Consumer Repair store	-	P	-	-	-	-

Source: Code of Ordinance of City of Universal City & AECOM

- (1) The use of a site for two (2) or more townhouse dwelling units, constructed with common or adjacent walls and each located on a separate ground parcel within the total development site, together with or without common area serving all dwelling units.
- (2) The use of a site for three (3) or more dwelling units, within one (1) or more buildings.
- (3) Typical uses include administrative offices, and services including real estate, insurance, property management, investment, personnel, travel, secretarial services, telephone answering, photocopy and reproduction, and business offices or public utilities
- (4) A use providing education or training in business, commerce, language, or other similar activity or occupational pursuit, and not otherwise defined as a home occupation, college or university or public or private educational facility
- (5) Typical uses include open air theatre, gathering spaces with temporary structures for performance.
- (6) Establishments or places of business primarily engaged in the retail sale of food or household products for home consumption. Typical uses include groceries, delicatessens, meat markets, retail bakeries and candy shops.
- (7) A use engaged in the preparation and retail sale of food and beverages, including sale of alcoholic beverages when conducted as an accessory or secondary feature and producing less than fifty (50) percent of the gross income. A general restaurant may include live entertainment. Typical uses include restaurants, both full service and fast food, coffee shops, dinner houses and similar establishments with incidental alcoholic beverage service.
- (8) Sales or rental of commonly used goods and merchandise for personal or household use. Typical uses include department stores, apparel stores, furniture stores, mail order stores or establishments providing the following products: alcoholic beverages, antiques, appliances, art, art supplies, baked goods, bicycles, books, cameras, carpet and floor coverings, crafts, clothing, computers, convenience goods, dry goods, electronic equipment, fabric, flowers, furniture, garden supplies, gifts, groceries, hardware, home improvements, household products, jewelry, medical supplies, musical instruments, pet food and/or pets, pharmaceuticals, photo finishing, picture frames, plants, printed material, produce, sporting goods, stationery, tobacco and related products, vehicle parts, and videos.
- (9) Establishments primarily engaged in the provision of informational, instructional, personal improvement and similar services of a nonprofessional nature. Typical uses include photography studios, driving schools, health or physical fitness studios, reducing salons, dance studios, handicraft and hobby instruction.
- (10) The manufacture and retail sale of hand-crafted wares such as pottery, jewelry, art, and similar products of craftsmanship

P = Permitted

- = Not Permitted

S = Specific Use Permit

C. Location of Streets and Parking Areas

City wide Recommendation: City of Universal City to create a Mobility plan/study to include multimodal options. The study should include streets, sidewalks, pedestrian paths, bicycle lanes, one-way streets and community parking lots.

With the PD, there are three (3) proposed types of streets, as illustrated in **Figure 3**.

- a. Principal Street
- b. Storefront Streets
- c. Local Streets

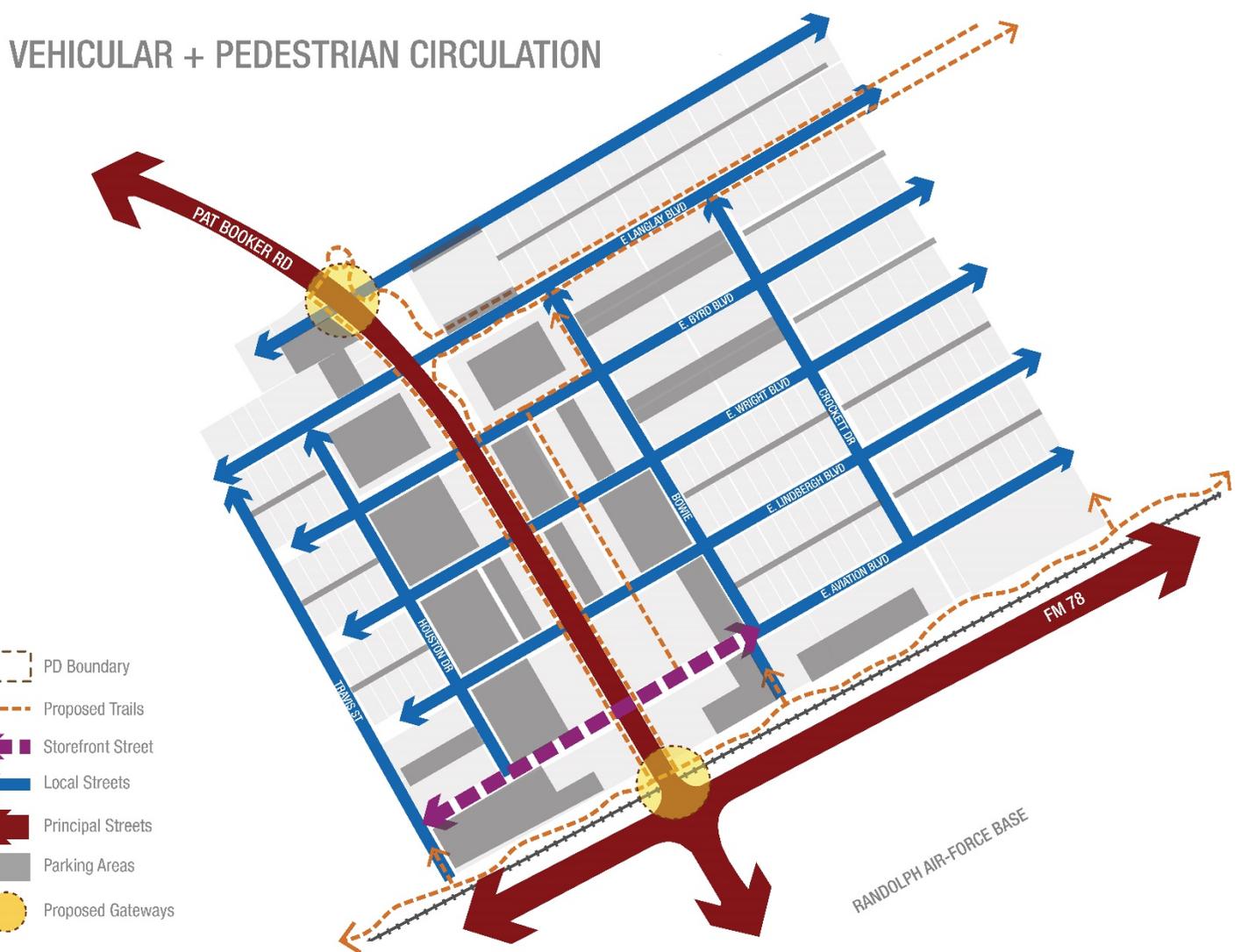


Figure 3: illustrates the existing and proposed streets and parking areas within the PD.

The following bullets indicate the overall goals that were utilized when the traffic and pedestrian circulation of the PD:

- Roadway network shall be designed as an interconnected network of streets, designed with best practices to calm traffic speeds to encourage walking and biking throughout the community.
- The goal is to provide connectivity and functionality while integrating various uses within the community and to reduce the distances of travel between the uses.
- The street network shall encourage smaller block lengths for walkability.
- Pedestrian facilities shall be provided on both sides of all streets within the right-of-way. Sidewalk widths should increase when adjacent to non-residential and mixed-use buildings.
- Street trees with sufficient planting areas shall be provided on all principal streets and storefront streets, and where possible on arterial/local streets.

NOTE: Planned Development district to work with the Union Pacific Railroad company to establish a Quiet Zone throughout the district and along Aviation Boulevard.

Principal Street – Pat Booker Road

The following bullets indicated the overall goals that were utilized when proposed actions for principal streets. **Figure 4** illustrates the propose street section.

- Principal streets include lower levels of pedestrian activity to balance with higher levels of automobile activity. This street type is located around areas with mixture of uses where the traffic volume is anticipated to be higher than on local streets.
- Pat Booker Road shall be reconfigured to have four travel lanes, landscaped median with turn lanes, park strip and shared use path, all within the existing 96 ft right-of-way, and remain in compliance with TxDOT standards
- Streetscaping on this principal street shall include street furniture, planters, signage, trash receptacles and lighting along both sides of the street.
- All Development abutting Pat Booker should create a street wall presence either by placing buildings closer to the shared use paths or through appropriate landscaping.

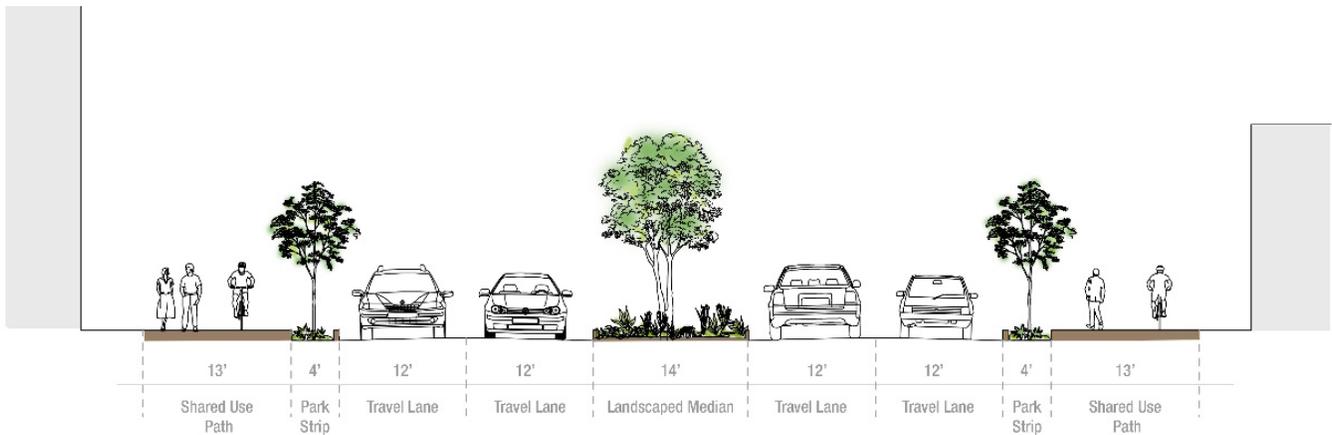


Figure 4: Proposed Section for Pat Booker Road

Storefront Streets - Starting from intersection of Travis Drive and West Aviation Blvd to Bowie and East Aviation Blvd

The following bullets indicated the overall goals that were utilized when proposed actions for storefront streets. **Figure 5** illustrates the propose street section

- Storefront streets are designed to encourage increased pedestrian activity with commercial uses fronting this street type.
- This street is designed to be a pedestrian mall with limited vehicular activity.
- If a development has multiple street frontages, the building front entrances shall be oriented to this street type.
- The right-of-way on this section shall be paved and in grade with the sidewalks to provide uninterrupted walking areas. Bollards may be used to separate/allow emergency vehicle traffic.

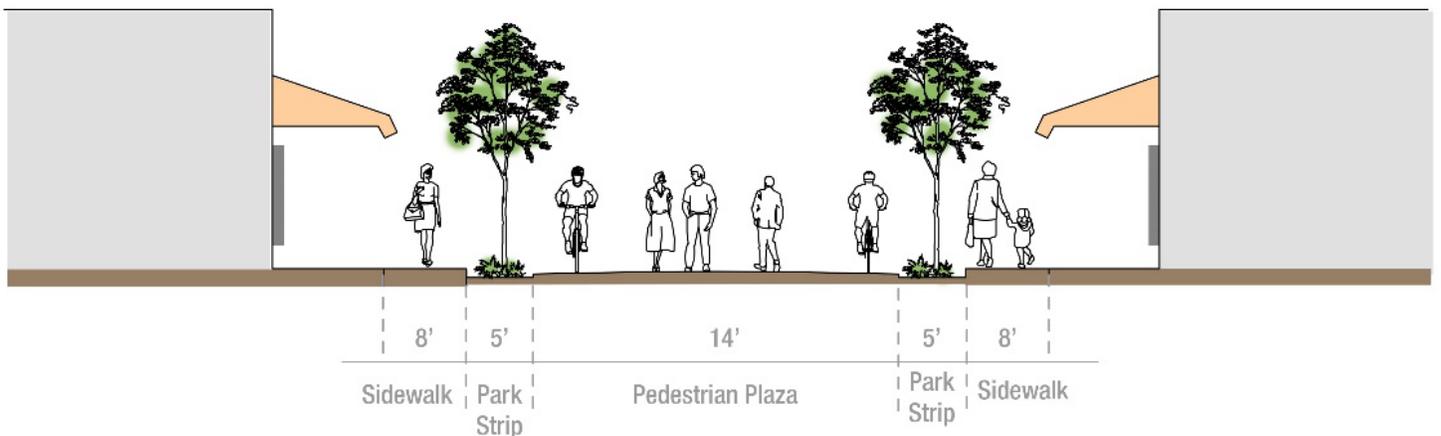


Figure 5: Proposed Section for Storefront Streets 40' ROW

Local Streets

The following bullets indicated the overall goals that were utilized when proposed actions for local streets. **Figure 6** illustrates the propose street section.

- Local streets are designed to have low speed and provide for access and connections within the neighborhoods and between the residential and non-residential areas.
- Local streets within the PD shall have sidewalks on both sides of the street and where it can be accommodated; parking strips shall be provided where room is available

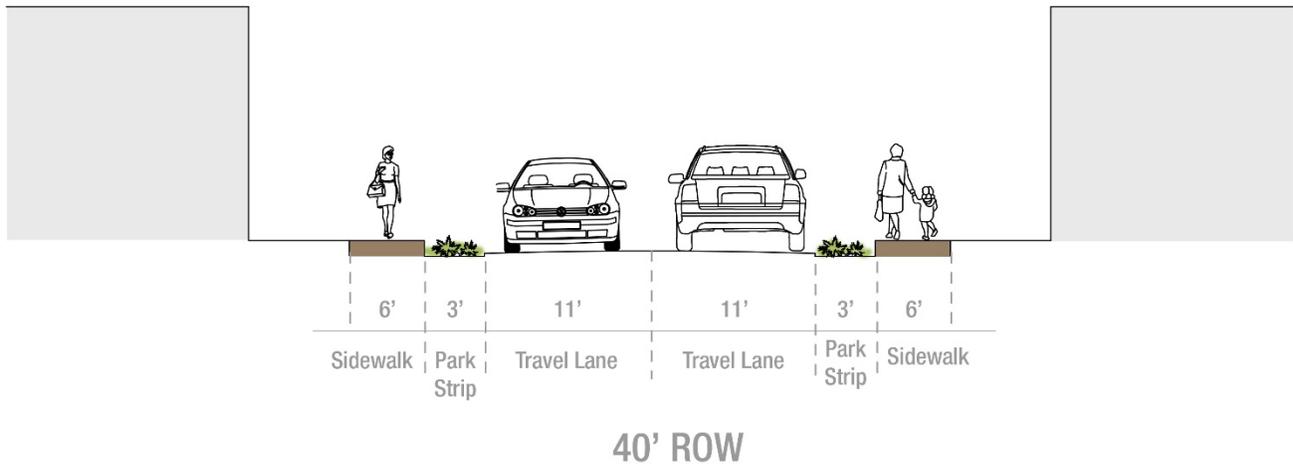


Figure 6: Proposed Section for Local Streets

Parking Areas

Table 4 identifies the total number of off-street parking spaces by use within the proposed PD. For Parking standards & Minimum required parking spaces for each use, refer to *Table A.1: Off-Street Parking Requirements* of City of Universal city’s Code of Ordinance (Appendix A).

Table 4: Total Off-Street Parking Spaces

Land Use	Total No. of Off-Street Parking Spaces
Commercial Zone 1	350
Commercial Zone 2	650
Commercial Zone 3	135
Mixed Use	260
Single Family Homes (Low Density)	104
Single Family Homes (Medium Density)	240
Townhomes	275

D. Location of Open Space, parks, and playgrounds

Total area in active developed recreational open space is 3 acres. Developed recreational open space includes parks, public plazas and squares. **Figure 7** illustrates the dedicated open space that is proposed within the PD.

Note: Non-residential development shall meet the minimum of 10% open space requirement which can include conservation of existing site trees, landscape zones with planting materials, and sidewalks. Impervious surfaces like surface parking and driveways shall not be included into open space calculations.

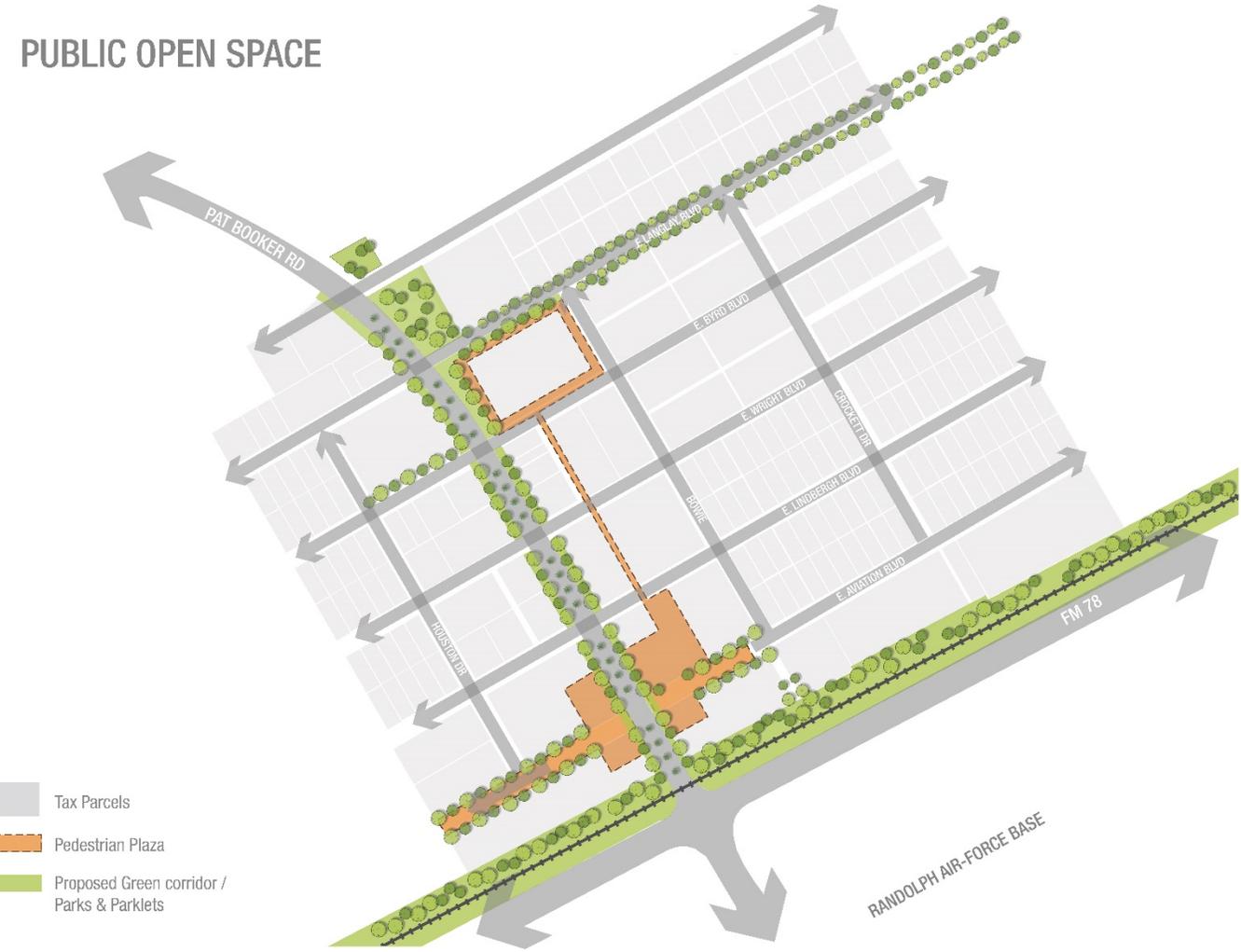


Figure 7: Proposed Public Open Space

E. Location of Recommended Entrances onto Existing and/or proposed adjacent roadways, whether existing or proposed

Figure 8 illustrates the proposed potential access points into the parcels and access to roadways. In order to prioritize pedestrian walkability, create an environment for storefront streets, and create active public spaces for gatherings; access to parcels is proposed to occur away from principal streets.



Figure 8: Access points within the PD

F. Location of all proposed or existing lots

Figure 9 illustrates the existing parcels and proposed re-platting of parcels either to aggregate land or split parcels to accommodate the required development as per the masterplan design recommendations.

LOCATION OF ALL PROPOSED OR EXISTING LOTS.

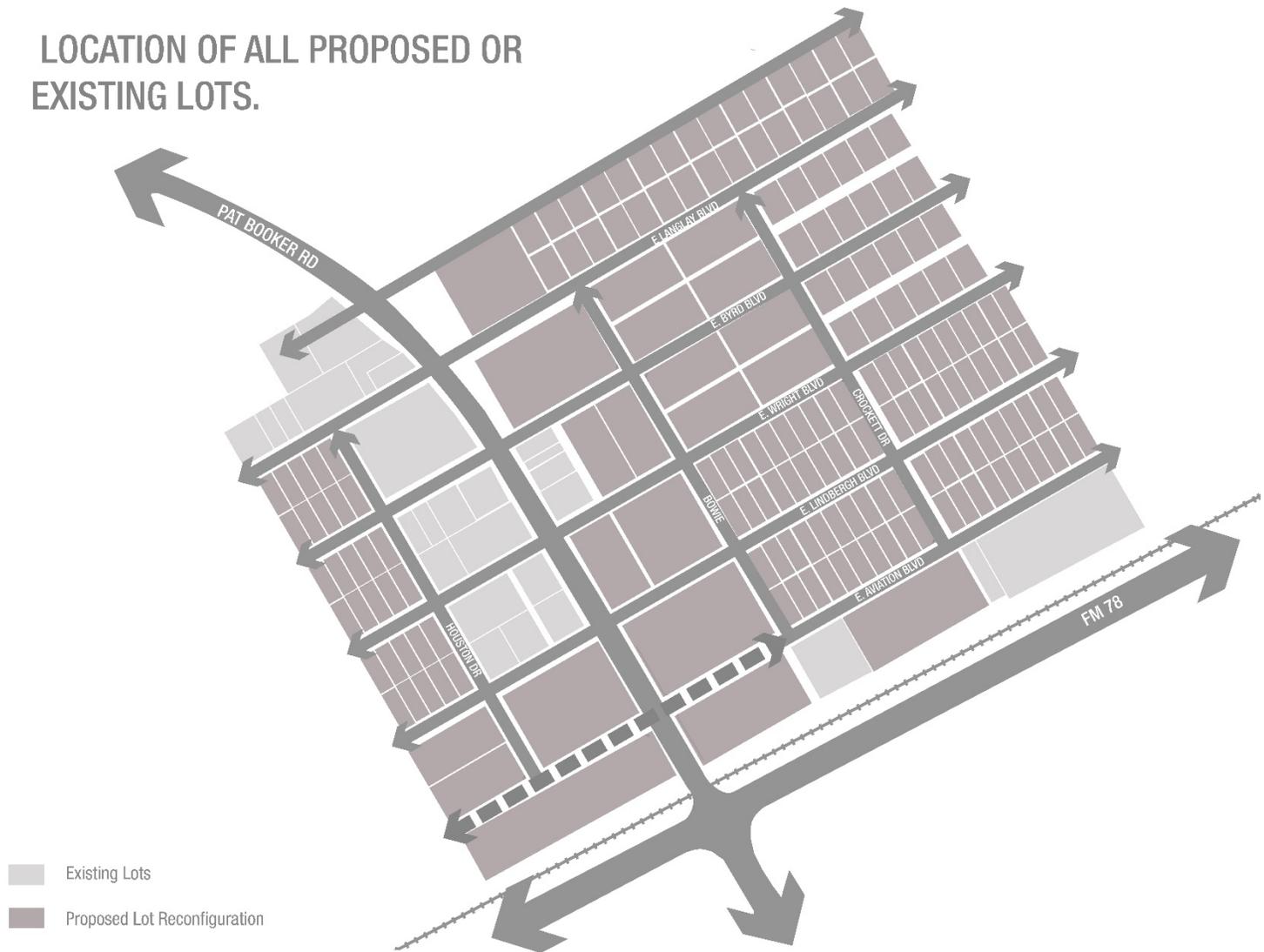


Figure 9: Location of lots within the PD.

G. Development Phase and Associated Proposed Residential Density and Number of Dwelling Units

Figure 10 through Figure 13 illustrated the proposed phasing plan for the PD.



Figure 10 Phase I of Proposed PD

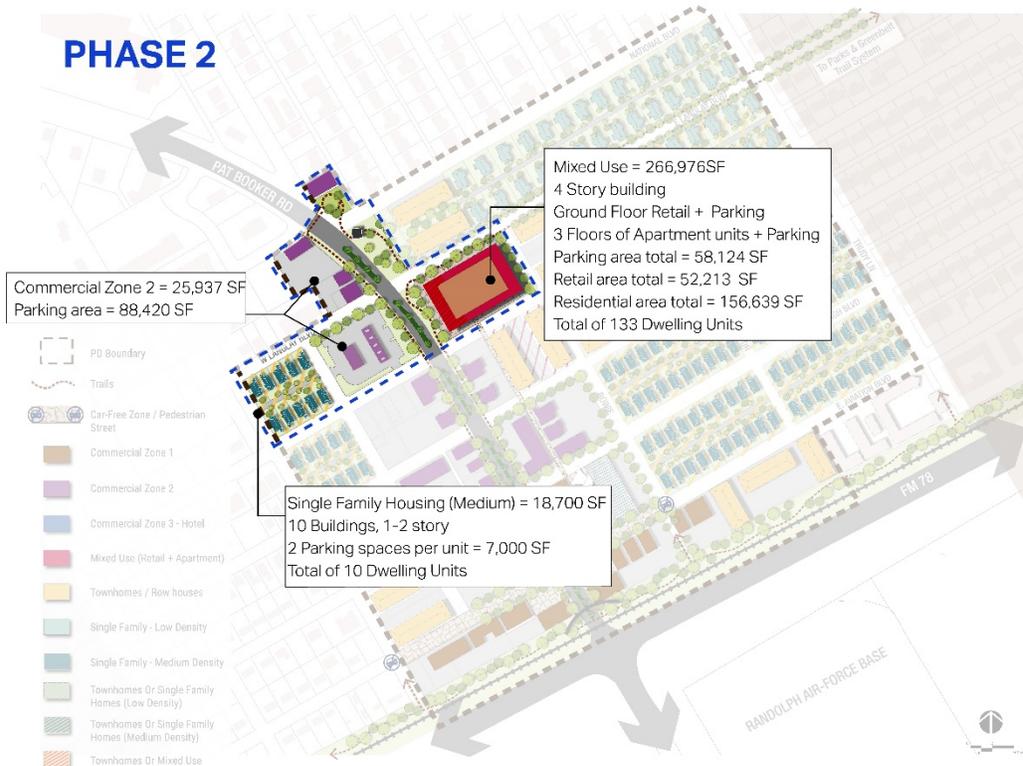


Figure 11:: Phase II of the Proposed PD

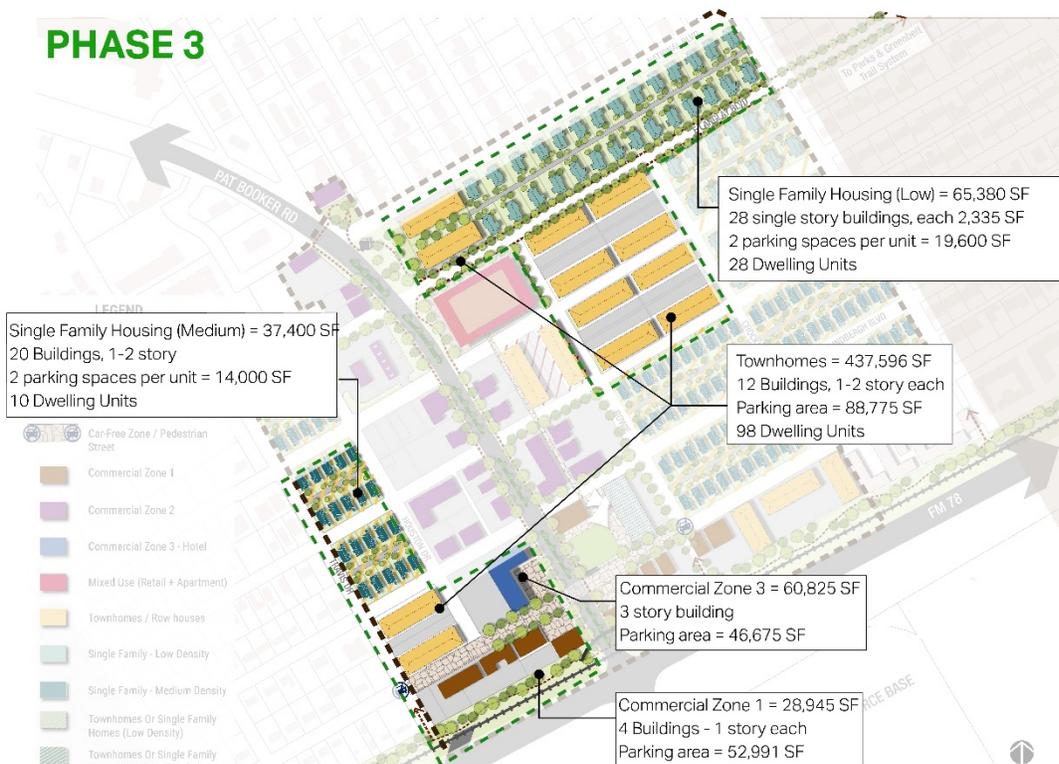


Figure 12:: Phase III of the Proposed PD

PHASE 4

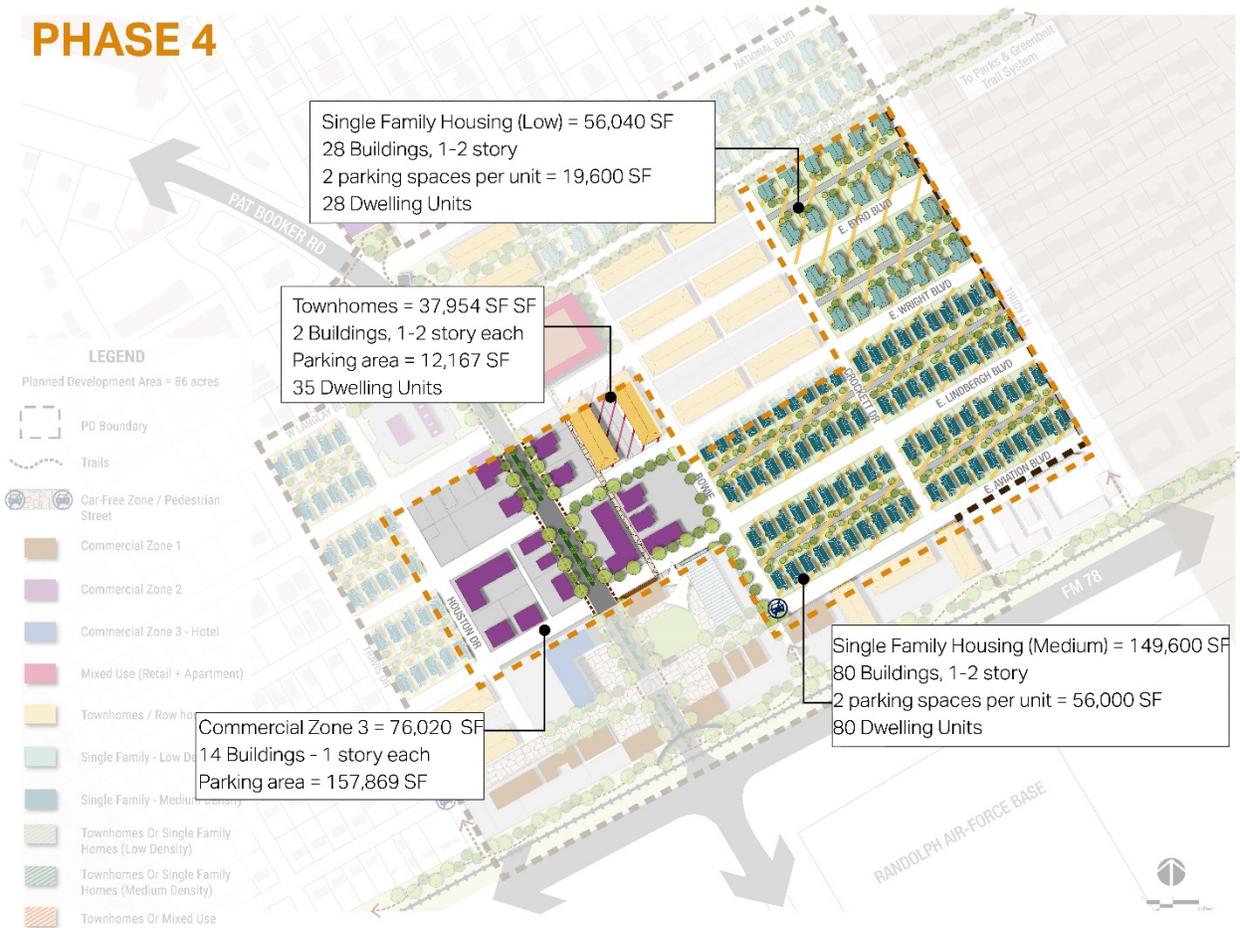


Figure 13: Phase IV of the Proposed PD

Total number of dwelling units, by development phase

Table 5 identifies the proposed dwelling units by the phases illustrated in Figures 10 through 13.

Table 5: Dwelling Units by Phase

Phase	No. of Dwelling units
Phase 1	20
Phase 2	143
Phase 3	146
Phase 4	142

Residential density by Land Use

Land Use	Units/acre
Mixed Use/ Apartments	40 to 50
Single Family Homes (<i>Low Density</i>)	4 to 5
Single Family Homes (<i>Medium Density</i>)	6 to 5
Townhomes	20

H. Total Floor Area and Floor Area Ratio for each type of use

Land Use	Total Floor Area	No. of floors allowed	F.A.R.
Commercial Zone 1	71,584 sf	1	0.28
Commercial Zone 2	104,362 sf	1	0.28
Commercial Zone 3	60,825 sf	3	0.75
Mixed Use	266,976 sf	5	2.58
Single Family Homes (<i>Low Density</i>)	242,840 sf	2	0.42
Single Family Homes (<i>Medium Density</i>)	261,800 sf	2	0.33
Townhomes	564,856 sf	2	1.02
Total for the entire PD	1,573,243 sf	-	0.42