

**PLANNING & ZONING COMMISSION  
 PLANO MUNICIPAL CENTER  
 1520 K AVENUE  
 March 7, 2011**

ITEM NO.	EXPLANATION	ACTION TAKEN
	<p>6:30 p.m. - Dinner - Planning Conference Room 2E</p> <p>7:00 p.m. - Regular Meeting - Council Chambers</p> <p>The Planning &amp; Zoning Commission may convene into Executive Session pursuant to Section 551.071 of the Texas Government Code to Consult with its attorney regarding posted items in the regular meeting.</p> <p>1 Call to Order/Pledge of Allegiance</p> <p>2 Approval of Agenda as Presented</p> <p>3 Approval of Minutes for the February 21, 2011, Planning &amp; Zoning Commission meeting</p> <p>4 <b>General Discussion:</b> The Planning &amp; Zoning Commission will hear comments of public interest. Time restraints may be directed by the Chair of the Planning &amp; Zoning Commission. Specific factual information, explanation of current policy, or clarification of Planning &amp; Zoning Commission authority may be made in response to an inquiry. Any other discussion or decision must be limited to a proposal to place the item on a future agenda.</p> <p><b><u>CONSENT AGENDA</u></b></p> <p>5a <b>Preliminary Plat:</b> The Canal on Preston Addition, Block A, Lot 10R -          BM Medical office on 1 lot on 0.5± acre located on the south side of McDermott Road, 1,600± feet east of Preston Road. Zoned Planned Development-20-Mixed Use. Neighborhood #1. <b>Applicant: ANS Ventures, LLC</b></p>	

<p><b>5b KP</b></p>	<p><b>Final Plat:</b> Sante Chary Addition, Block A, Lot 1 - 1 Planned Development-95-Single-Family Residence-20 lot on 4.6± acres located on the east side of Pecan Lane, 810± feet north of Crabapple Drive. Zoned Planned Development-95-Single-Family Residence-20. Neighborhood #22. <b>Applicant: Sante Chary</b></p>	
<p><b>5c EH</b></p>	<p><b>Preliminary Site Plan:</b> The Tribeca, Block A, Lot 2 - 240 multifamily units on 1 lot on 8.2± acres located at the southwest corner of McDermott Road and Ohio Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1. <b>Applicant: The Encore Apartments, LLC</b></p>	
<p><b><u>END OF CONSENT AGENDA</u></b></p>		
<p><b><u>PUBLIC HEARINGS</u></b></p>		
<p><b>6 BM</b></p>	<p><b>Public Hearing:</b> Zoning Case 2010-22 - Request to amend Subsection 3.1107 (Schedule of Off-Street Parking) of Section 3.1100 (Off-Street Parking and Loading) of Article 3 (Supplementary Regulations) and related sections of the Zoning Ordinance pertaining to medical office parking requirements. Tabled 02/21/11. <b>Applicant: City of Plano</b></p>	
<p><b>7 EH</b></p>	<p><b>Public Hearing:</b> Zoning Case 2011-03 - Request for a Specific Use Permit for Helistop on 9.1± acres located at the southwest corner of Amelia Court and American Drive. Zoned Planned Development-137-General Office. <b>Applicant: HSP of Texas, Inc./Medical Center of Plano</b></p>	
<p><b>8 EH</b></p>	<p><b>Public Hearing - Replat:</b> Baylor Medical Center at Plano, Block A, Lot 1R - Hospital and medical office on 1 lot on 22.5± acres located at the southeast corner of Allied Drive and Alliance Boulevard. Zoned Planned Development-138-Retail/General Office with Specific Use Permit #164 for Outdoor Commercial Amusement Facility/190 Tollway/Plano Parkway Overlay District. Neighborhood #55. <b>Applicant: Baylor Health Care System</b></p>	
<p><b>9 EH</b></p>	<p><b>Public Hearing - Preliminary Replat &amp; Revised Site Plan:</b> Collin Creek Phase II Addition, Block B, Lot 2R - Restaurant on 1 lot on 1.2± acres located at the southeast corner of 15th Street and Alma Drive. Zoned Corridor Commercial. Neighborhood #66. <b>Applicant: Raising Cane's Chicken Fingers</b></p>	

<p>11 SS</p>	<p><b>Public Hearing:</b> Comprehensive Plan Amendment - Request to amend the Future Land Use Plan map, Thoroughfare Plan map, and Transportation Element of the Comprehensive Plan, and related sections of the plan as it pertains to the designation of future rail stations within the city of Plano. <b>Applicant: City of Plano</b></p> <p><b><u>END OF PUBLIC HEARINGS</u></b></p>	
<p>12 PJ</p>	<p><b>Discussion &amp; Direction:</b> Goals for New Housing and Commercial Space near the Proposed DART Rail Station at 12th Street and K Avenue - Discussion and direction regarding goals for new housing and commercial space near the proposed DART Rail Station at 12th Street and K Avenue. <b>Applicant: City of Plano</b></p>	
<p>13</p>	<p><b>Items for Future Discussion</b> - The Planning &amp; Zoning Commission may identify issues or topics that they wish to schedule for discussion at a future meeting.</p> <p><b>Council Liaisons: Council Members Harry LaRosiliere and André Davidson</b></p>	

**ACCESSIBILITY STATEMENT**

Plano Municipal Center is wheelchair accessible. A sloped curb entry is available at the main entrance facing Municipal Avenue, with specially marked parking spaces nearby. Access and special parking are also available on the north side of the building. Requests for sign interpreters or special services must be received forty-eight (48) hours prior to the meeting time by calling the Planning Department at (972) 941-7151.

**CITY OF PLANO  
PLANNING & ZONING COMMISSION  
PUBLIC HEARING PROCEDURES**

The Planning & Zoning Commission welcomes your thoughts and comments on these agenda items. The Commission does ask, however, that if you wish to speak on an item you:

1. **Fill out a speaker card.** This helps the Commission know how many people wish to speak for or against an item, and helps in recording the minutes of the meeting. **However, even if you do not fill out a card, you may still speak.** Please give the card to the secretary at the right-hand side of the podium before the meeting begins.
2. **Limit your comments to new issues dealing directly with the case or item.** Please try not to repeat the comments of other speakers.
3. **Limit your speaking time so that others may also have a turn.** If you are part of a group or homeowners association, it is best to choose one representative to present the views of your group. The Commission's adopted rules on speaker times are as follows:

- 15 minutes for the applicant - After the public hearing is opened, the Chair of the Planning & Zoning Commission will ask the applicant to speak first.
- 3 minutes each for all other speakers, up to a maximum of 30 minutes. Individual speakers may yield their time to a homeowner association or other group representative, up to a maximum of 15 minutes of speaking time.

If you are a group representative and other speakers have yielded their 3 minutes to you, please present their speaker cards along with yours to the secretary.

- 5 minutes for applicant rebuttal.
- Other time limits may be set by the Chairman.

**The Commission values your testimony and appreciates your compliance with these guidelines.**

For more information on the items on this agenda, or any other planning, zoning, or transportation issue, please contact the Planning Department at (972) 941-7151.

CITY OF PLANO  
PLANNING & ZONING COMMISSION  
CONSENT AGENDA ITEMS

March 7, 2011

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**Agenda Item No. 5a**

**Preliminary Plat:** The Canal on Preston Addition, Block A, Lot 10R

**Applicant:** ANS Ventures, LLC

Medical office on 1 lot on 0.5± acre located on the south side of McDermott Road, 1,600± feet east of Preston Road. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

The purpose for the preliminary plat is to propose easements necessary for the development of the site as a medical office.

Recommended for approval subject to additions and/or alterations to the engineering plans as required by the Engineering Department.

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**Agenda Item No. 5b**

**Final Plat:** Sante Chary Addition, Block A, Lot 1

**Applicant:** Sante Chary

1 Planned Development-95-Single-Family Residence-20 lot on 4.6± acres located on the east side of Pecan Lane, 810± feet north of Crabapple Drive. Zoned Planned Development-95-Single-Family Residence-20. Neighborhood #22.

The purpose of the final plat is to dedicate easements necessary for development of the property.

Recommended for approval as submitted.

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**Agenda Item No. 5c**

**Preliminary Site Plan:** The Tribeca, Block A, Lot 2

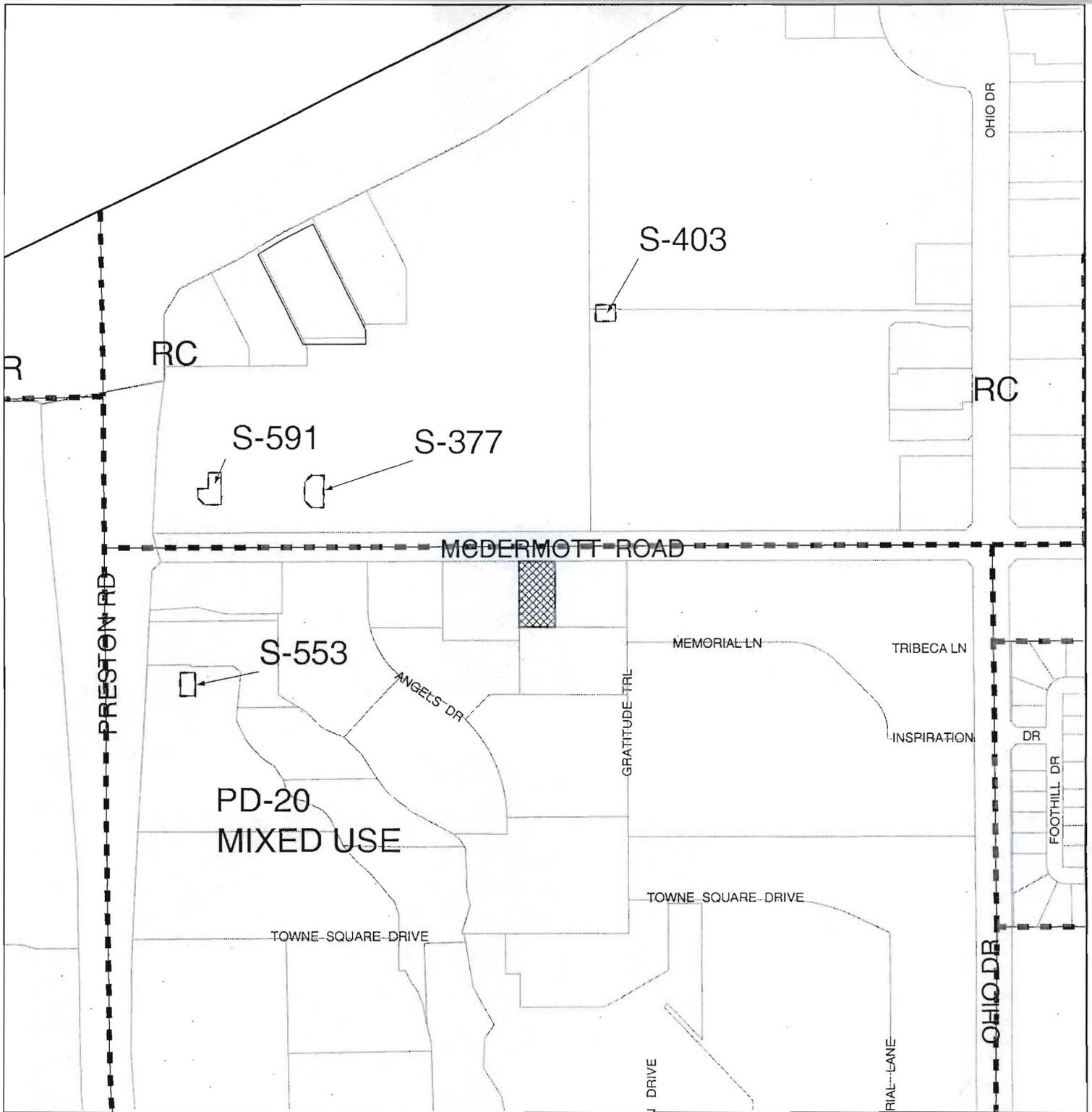
**Applicant:** The Encore Apartments, LLC

240 multifamily units on 1 lot on 8.2± acres located at the southwest corner of McDermott Road and Ohio Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

The purpose for the preliminary site plan is to show the proposed multifamily residential development.

Recommended for approval as submitted.

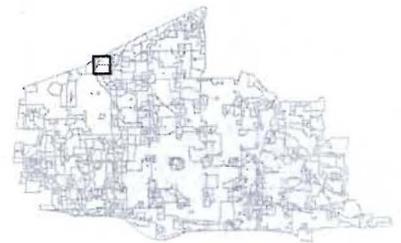
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Item Submitted: PRELIMINARY PLAT

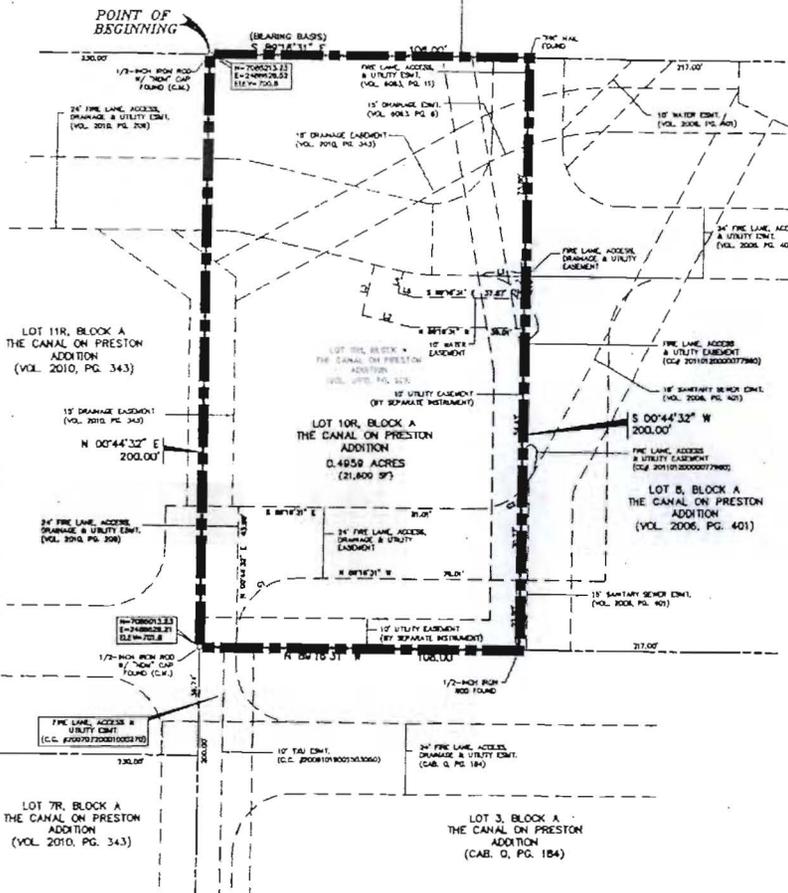
Title: THE CANAL ON PRESTON ADDITION  
BLOCK A, LOT 10R

Zoning: PLANNED DEVELOPMENT-20-MIXED USE



○ 200' Notification Buffer

**McDERMOTT ROAD**  
(97 R.O.P.)



STATE OF TEXAS  
COUNTY OF COLLIN

WHEREAS, the ANS VENTURES, LLC is the owner of a 0.4959 acre tract of land situated in the William Brown Survey, Abstract No. 86, Collin County, Texas; said tract being all of Lot 10R, Block A, The Canal on Preston Addition, an addition to the City of Plano, Texas according to the plat recorded in Volume 2010, Page 343 of the Plat Records of Collin County, Texas; said 0.4959 acre tract being more particularly described as follows:

**BEGINS**, at a 1/2-inch iron rod with "NEM" cap found in the south right-of-way line of McDermott Road (a 92-foot wide right-of-way); said point being the northeast corner of said Lot 10R, Block A and the northeast corner of Lot 11R, Block A of said The Canal on Preston Addition;

**THENCE**, South 00 degrees, 16 minutes, 31 seconds East, along the said south line of McDermott Road and the north line of Lot 8, Block A, a distance of 108.00 feet to a 1/2" iron rod found for corner; said point also being the northwest corner of Lot 8, Block A, The Canal on Preston Addition, an addition to the City of Plano, Texas according to the plat recorded in Volume 2006, Page 401 of the said Plat Records;

**THENCE**, South 00 degrees, 44 minutes, 32 seconds East, departing the said south line of McDermott Road and along the east line of said Lot 10R, Block A and the west line of said Lot 8, Block A, a distance of 200.00 feet to a 1/2-inch iron rod found for corner in the north line of Lot 3, Block A, The Canal on Preston Addition, an addition to the City of Plano, Texas according to the plat recorded in Volume 2006, Page 401 of the said Plat Records; said point also being the southwest corner of said Lot 8, Block A;

**THENCE**, North 89 degrees, 16 minutes, 31 seconds West, departing the said east line of Lot 10R, Block A and said west line of Lot 8, Block A and along the said north line of Lot 3, Block A and the south line of said Lot 10R, Block A, a distance of 108.00 feet to a 1/2-inch iron rod with "NEM" cap found for corner in the east line of said Lot 11R, Block A; said point also being the northwest corner of said Lot 3, Block A;

**THENCE**, North 00 degrees, 44 minutes, 32 seconds East, departing the said north line of Lot 3, Block A and said south line of Lot 10R, Block A and along the said east line of Lot 11R, Block A and the west line of said Lot 10R, Block A, a distance of 200.00 feet to the **POINT OF BEGINNING**;

**CONTAINING**, 21,800 square feet or 0.4959 acre of land, more or less.

**SURVEYOR'S CERTIFICATE**

**KNOW ALL MEN BY THESE PRESENTS**: That I, Roman L. Grayson, do hereby certify that I prepared this plat from an actual survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision in accordance with the Platting Rules and Regulations of the City of Plano, Collin County, Texas.

**PRELIMINARY**  
I, Roman L. Grayson, Registered Professional Land Surveyor No. 2084



STATE OF TEXAS  
COUNTY OF COLLIN

**BEFORE ME**, the undersigned authority in and for the State of Texas, on this day personally appeared Roman L. Grayson, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and consideration therein expressed and in the capacity therein stated.

WITNESS MY HAND at Plano, this day of 2011.

Notary Public in and for the State of Texas.

**CERTIFICATE OF APPROVAL**

APPROVED on this day of 2011, by the Planning & Zoning Commission, City of Plano, Texas.

Chairman, Planning & Zoning Commission

STATE OF TEXAS  
COUNTY OF COLLIN

**BEFORE ME**, the undersigned authority, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

**GIVEN UNDER MY HAND AND SEAL OF OFFICE** THIS DAY OF 2011.

NOTARY PUBLIC in and for the STATE OF TEXAS

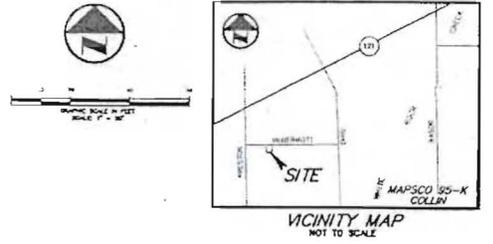
Secretary, Planning & Zoning Commission or City Engineer

STATE OF TEXAS  
COUNTY OF COLLIN

**BEFORE ME**, the undersigned authority, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration therein expressed.

**GIVEN UNDER MY HAND AND SEAL OF OFFICE** THIS DAY OF 2011.

NOTARY PUBLIC in and for the STATE OF TEXAS



STATE OF TEXAS  
COUNTY OF COLLIN

**KNOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS**: That, ANS VENTURES, LLC, acting herein by and through its duly authorized officers, does hereby adopt this plat, designating the heretofore described property as **THE CANAL ON PRESTON ADDITION, LOT 10R, BLOCK A**, an addition to the City of Plano, Texas, and does hereby dedicate, in fee simple, to the public use forever, the streets and alleys shown thereon.

The streets and alleys are dedicated for street purposes. The easements and public use strips, or strips, are dedicated for the public use forever, for the purposes indicated on this plat. No buildings, houses, trees, shrubs, or other improvements or growths shall be constructed or placed upon, over, or across the easements as shown, except that landscape improvements may be placed in landscape easements, if approved by the City of Plano. In addition, utility easements may also be used for the mutual use and accommodation of all public utilities desiring to use or using the same unless the easement limits the use to particular utilities, and use by public utilities being subordinate to the public and City of Plano's use thereof. The City of Plano and public utility entities shall have the right to remove and keep removed all or parts of any buildings, houses, trees, shrubs, or other improvements or growths which may in any way endanger or interfere with the construction, maintenance, or efficiency of their respective systems in said easements. The City of Plano and public utility entities shall at all times have the full right of ingress and egress to or from their respective easements for the purpose of constructing, reconstructing, repairing, maintaining, reading meters, and adding to or removing all or parts of their respective systems without the necessity of any time of procuring permission from anyone.

The undersigned does hereby covenant and agree that he (they) shall construct upon the fire lane easements, as dedicated and shown hereon, a hard surface and that he (they) shall maintain the same in a state of good repair at all times and keep the same free and clear of any structures, fences, trees, shrubs, or other improvements or obstructions, including but not limited to the parking of motor vehicles, trailers, boats, or other impediments to the access of fire apparatus. The maintenance of paving on the fire lane easements is the responsibility of the owner, and the owner shall erect and maintain appropriate signs in conspicuous places along each fire lane, reading "Fire Lane, No Parking." The plat or his duly authorized representative is hereby authorized to cause such fire lanes and utility easements to be delineated free and unobstructed at all times for Fire Department and emergency use.

The undersigned does covenant and agree that the access easement may be utilized by any person or the general public for ingress and egress to other real property, and for the purpose of General Public vehicular and pedestrian use and access, and for Fire Department and emergency use, in, along, upon, and across said premises, with the right and privilege at all times of the City of Plano, its agents, employees, contractors, and representatives having ingress, egress, and egress in, along, upon, and across said premises.

This plat approved subject to all platting ordinances, rules, regulations and resolutions of the City of Plano, Texas.

WITNESS MY HAND, this day of 2011.

By: ANS VENTURES, LLC

STATE OF TEXAS  
COUNTY OF COLLIN

**BEFORE ME**, the undersigned authority in and for the State of Texas, on this day personally appeared \_\_\_\_\_ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and consideration therein expressed and in the capacity therein stated.

WITNESS MY HAND at Plano, this day of 2011.

Notary Public in and for the State of Texas

in and for the State of Texas

- NOTES:**
- Bearing system for this survey is based on a bearing of South 89 degrees, 16 minutes, 31 seconds East, for the south right-of-way line of McDermott Road according to the plat of The Canal on Preston Addition, an addition to the City of Plano, Texas recorded in Volume 2010, Page 343 of the Plat Records of Collin County, Texas.
  - A conveyance plat is a record of property approved by the city for the purpose of sale or conveyance in its entirety or interests therein defined. No building permit shall be issued nor permanent public utility service provided until a final plat is approved. Final of record, and public improvements accepted in accordance with the provisions of the Subdivision Ordinance of the City of Plano. Selling a portion of this property by metes and bounds, except as shown on an approved, final, and accepted conveyance plat, final plat, or report is a violation of the city ordinance and State law.
  - Selling a portion of this addition by metes and bounds is a violation of the city Subdivision Ordinance and State platting statutes and is subject to fines and withholding of utilities and building certificates.
  - C.M. - Controlling monument.

LINE	BEARING	LENGTH
1	S 00°44'32" E	200.00'
2	S 00°44'32" W	200.00'
3	S 89°16'31" W	108.00'
4	S 89°16'31" E	108.00'

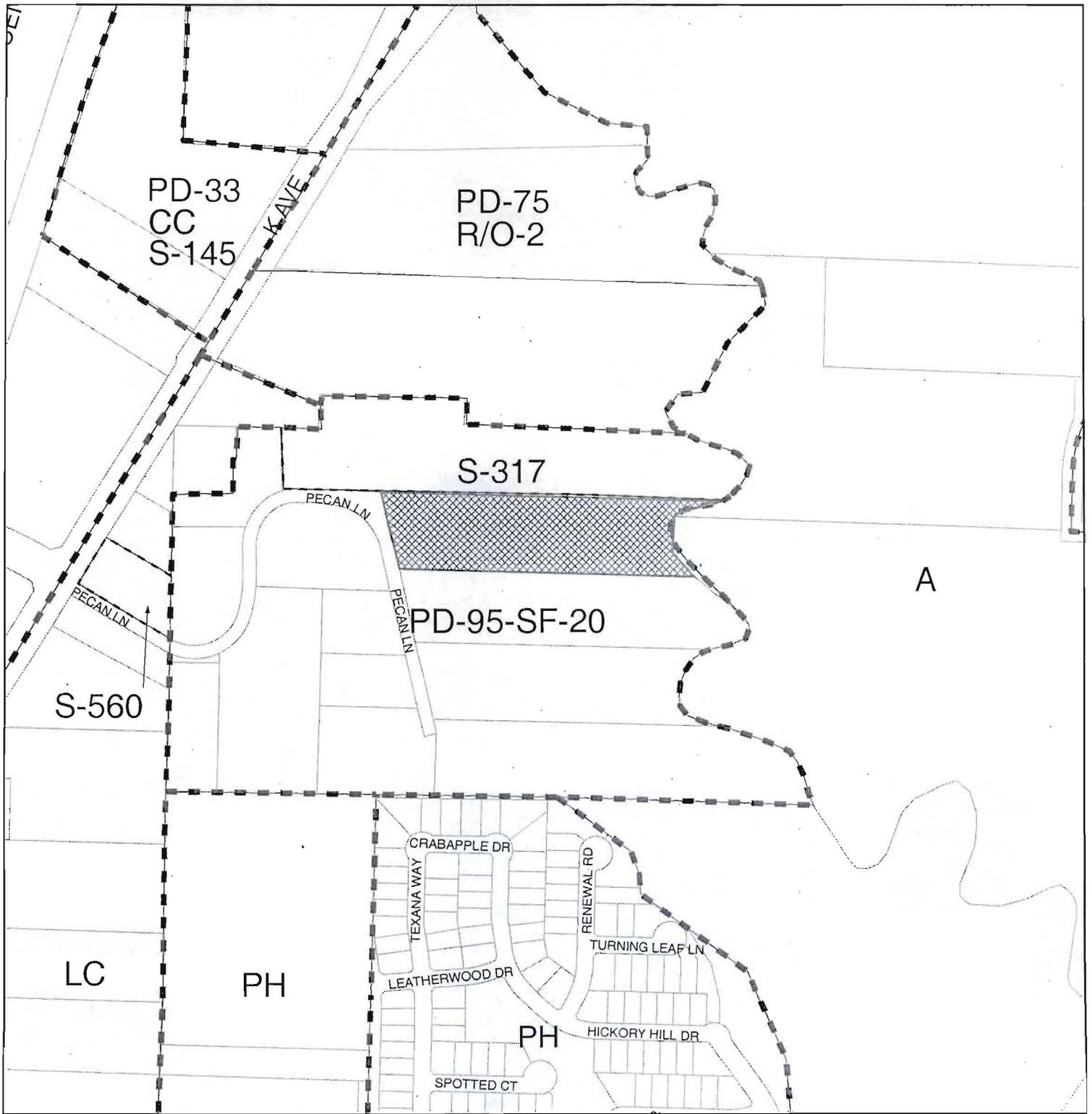
CURVE	DELTA	RADIUS	LENGTH TANGENT	CHORD BEARING	CHORD
1	90°00'00"	200.00'	141.42'	S 45°00'00" E	200.00'
2	90°00'00"	200.00'	141.42'	S 45°00'00" W	200.00'

**PRELIMINARY PLAT**  
**LOT 10R, BLOCK A**  
**THE CANAL ON PRESTON ADDITION**  
**AN ADDITION TO THE CITY OF PLANO, TEXAS**  
0.4959 ACRES  
OUT OF THE  
WILLIAM BROWN SURVEY, ABSTRACT No. 86  
COLLIN COUNTY, TEXAS

**OWNER:**  
ANS VENTURES, LLC  
1922 Countywide Drive  
Frisco, Texas 75034  
(214) 778-1260 (PHONE)

**PREPARED:** 02-25-2011  
**SURVEYED:** 05-27-2010  
**SCALE:** 1" = 20'  
**PI NUMBER:** 1454-10-037  
**DRAWN BY:** RLS  
**CHECKED BY:** ANS

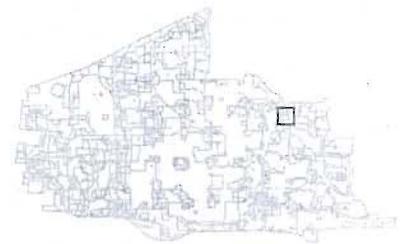
**POGUE**  
ENGINEERING & DEVELOPMENT COMPANY, INC.  
1911 East 20th Street  
Suite 100  
Frisco, Texas 75034  
(972) 544-8888 FAX  
www.pogue-engineering.com



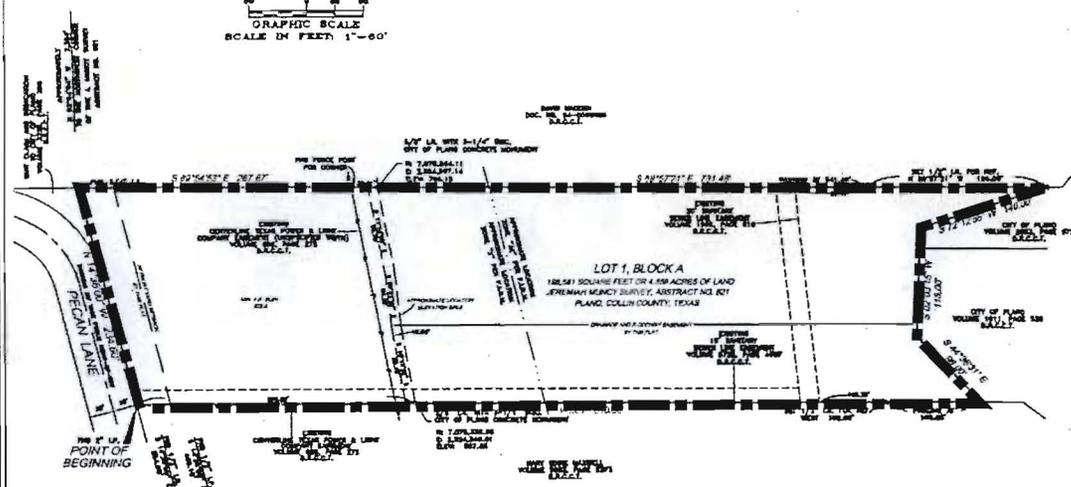
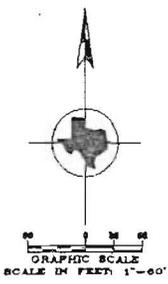
Item Submitted: FINAL PLAT

Title: SANTE CHARY ADDITION  
BLOCK A, LOT 1

Zoning: PLANNED DEVELOPMENT-95-SINGLE-FAMILY RESIDENCE-20



○ 200' Notification Buffer



- NOTES**
- 1) All monuments labeled as "SET 1/2\" LA. OR 10\" iron rods with a yellow plastic cap marked "RPL 8410"
  - 2) No lot to lot drainage will be permitted.
  - 3) Date of bearings for this plat is dated recorded in Volume 2214, Page 151, Deed Records, Collin County, Texas.
  - 4) Any structures now or existing may not extend across new property lines.
  - 5) All elevations shown herein are based on 3.14' elevation corner monument (see attached "City of Plano Survey Report, Station 07, City of Plano GIS Point Number 131) located in the east/south of Collin Drive at the intersection of Collin Drive and Chastain Road. Elevation = 821.587'
  - 6) The purpose of this plat is to create a subdivision.
  - 7) The building setback of the addition by notes and bounds in a corner of city subdivision ordinance and state planning statutes and is subject to three and one-half of vertical and building codes.
  - 8) D.R.C.C. = Dred Resources, Collin County, Texas
  - 9) NAD 83, State Plane Coordinate zone 17R and are based upon City of Plano GIS Monuments, Numbers 17R and 121.

PLAT NO. 2018-001  
 FILED IN VOLUME 2214, PAGE 151  
 DEED RECORDS, COLLIN COUNTY, TEXAS  
 DATE 08-15-2018

**STATE OF TEXAS  
 COUNTY OF COLLIN  
 LEGAL DESCRIPTION**

WHEREAS SANTI CHARY AND LATA CHARY ARE THE OWNERS OF A TRACT OF LAND LOCATED IN THE 2 MOONEY SURVEY, ABSTRACT NO. 431, CITY OF PLANO, COLLIN COUNTY, TEXAS, AS DESCRIBED IN DEED TO SANTI CHARY AND LATA CHARY, RECORDED IN NORTHEAST 80 201701700000, DEED RECORDS, COLLIN COUNTY, TEXAS, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A 1" IRON PIPE FOUND IN THE EAST LINE OF PECAN LANE, A VARIABLE WIDTH PUBLIC RIGHT-OF-WAY AS ESTABLISHED BY QUIET CLAIM AND DEDICATION DEED TO THE CITY OF PLANO RECORDED IN VOLUME 2214, PAGE 286, DEED RECORDS, COLLIN COUNTY, TEXAS, AT THE COMMON WEST CORNER OF SAID CHARY TRACT AND A TRACT OF LAND DESCRIBED IN DEED TO MARY EDIE MAXWELL RECORDED IN VOLUME 2083, PAGE 878, DEED RECORDS, COLLIN COUNTY, TEXAS;

THE NED NORTH 14°52'00" WEST, ALONG THE EAST LINE OF SAID PECAN LANE, A DISTANCE OF 234.80 FEET TO A 1" IRON PIPE FOUND IN THE SOUTH LINE OF A TRACT OF LAND DESCRIBED IN DEED TO DAVID HADDEEN, RECORDED IN DOCUMENT NO. 14408888, DEED RECORDS, COLLIN COUNTY, TEXAS, AT THE NORTHWEST CORNER OF SAID CHARY TRACT;

THENCE SOUTH 89°00'00" EAST, ALONG A NORTHERLY LINE OF SAID HADDEEN TRACT, A DISTANCE OF 281.87 FEET TO A 1" IRON PIPE FOUND FOR CORNER AT AN ANGLE POINT;

THENCE SOUTH 89°00'00" EAST, ALONG A SOUTHERLY LINE OF SAID HADDEEN TRACT, PASSING AT A DISTANCE OF 144.86 FEET, A 1" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "RPL 2510" SET FOR REFERENCE AND CONTINUING FOR A TOTAL DISTANCE OF 731.48 FEET TO A POINT AT OR NEAR THE CENTERLINE OF SAID CHARY TRACT;

THENCE IN A SOUTHERLY DIRECTION ALONG SAID CENTERLINE OF CHARY, THE FOLLOWING THREE BEARINGS AND DISTANCES:

- 1) SOUTH 73°25'00" WEST, A DISTANCE OF 140.00 FEET TO A POINT FOR CORNER;
- 2) SOUTH 02°15'00" WEST, A DISTANCE OF 15.00 FEET TO A POINT FOR CORNER;
- 3) SOUTH 87°30'00" EAST, A DISTANCE OF 86.00 FEET TO A POINT FOR CORNER IN THE NORTH LINE OF SAID MAXWELL TRACT;

THENCE WEST, PASSING AT A DISTANCE OF 160.00 FEET A 1" IRON ROD WITH A YELLOW PLASTIC CAP STAMPED "RPL 2510" SET FOR REFERENCE AND CONTINUING FOR A TOTAL DISTANCE OF 800.00 FEET TO THE PLACE OF BEGINNING AND CONTAINING 126.54 SQUARE FEET OR 4.86 ACRES OF LAND.

**STATE OF TEXAS  
 COUNTY OF COLLIN  
 CITY OF PLANO**

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT SANTI CHARY AND LATA CHARY, do hereby adopt this plat describing the premises described therein as SANTI CHARY ADDITION LOT 1, BLOCK A, an addition to the City of Plano, Texas, and do hereby authorize, in so far as the public may be concerned, the streets and alleys shown thereon, for the public use forever, for the purposes indicated on this plat. No building, fence, or other improvement or structure shall be constructed or placed upon, over or across the streets or alleys, except that landscape improvements may be placed in landscape easements, if approved by the City of Plano. In addition, utility easements may also be used for the installation and accommodation of all public utilities desiring to use or using the same unless the easement lines the use to particular utilities, set out by public utilities being subordinate to the Public and City of Plano use thereof. The City of Plano and public utility entities shall have the right to install and keep in place all pipes, conduits, wires, cables, lines or other improvements or structures which may in any way interfere or impede with the construction, maintenance, or efficiency of their respective systems as said easements. The City of Plano and public utility entities shall at all times have the full right of ingress and egress to or from their respective easements for the purpose of constructing, reconstructing, improving, protecting, maintaining, repairing, and adding to or removing all or parts of their respective systems without the necessity of any other procuring permission from anyone.

This plat is hereby adopted by the owners SANTI CHARY and LATA CHARY (called "Owners") and approved by the City of Plano, (called "City") subject to the following conditions, which shall be binding upon the Owners, their heirs, executors, administrators, and assigns. PARCEL A, LOT 1, BLOCK A, as shown on the plat is called "Drainage and Floodway Easement." The Drainage and Floodway Easement is hereby dedicated to the public's use forever for drainage and floodway purposes. The Owners shall not obstruct the natural flow of water runoff by the construction of any type of building, fence or any other structure within the Drainage and Floodway Easement. The City shall at all times have the right to enter upon the Drainage and Floodway Easement, at any point, or points, with all rights of ingress and egress, to investigate, survey, erect, construct, and maintain any facility deemed necessary by the City for drainage purposes. The drainage channels and ditches, as in the case of all natural channels, are subject to storm water and natural bank erosion to an extent which cannot be definitely defined. The City shall not be held liable for any damages or injuries of any nature resulting from the occurrence of these natural phenomena, nor resulting from the failure of any structure or structure, within the Drainage and Floodway Easement, and the owners hereby agree to indemnify and hold harmless the City from any such damages and injuries. The building laws applicable to the Drainage and Floodway Easement shall be the same as elsewhere as shown on the plat. The minimum floor elevation for each lot shall be as shown on the plat.

This plat approved subject to all planning ordinances, rules, regulations and resolutions of the City of Plano, Texas.

WITNESS, our hands, this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

By: \_\_\_\_\_  
 Santi Chary, Owner

By: \_\_\_\_\_  
 Lata Chary, Owner

By: \_\_\_\_\_  
 Planned name and title

By: \_\_\_\_\_  
 Planned name and title

**STATE OF TEXAS  
 COUNTY OF COLLIN**

Before me, the undersigned, a Notary Public in and for said county and state, on this day personally appeared SANTI CHARY, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and considerations therein expressed.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for The State of Texas.

**STATE OF TEXAS  
 COUNTY OF COLLIN**

Before me, the undersigned, a Notary Public in and for said county and state, on this day personally appeared LATA CHARY, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that she executed the same for the purposes and considerations therein expressed.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for The State of Texas.

**STATE OF TEXAS  
 COUNTY OF COLLIN  
 SURVEYOR'S CERTIFICATE**

KNOW ALL MEN BY THESE PRESENTS:

I, Paul L. Jann S. Turner, do hereby certify that I prepared this plat and the first notes made a part thereof that an actual and accurate survey of the land and that the other documents about the same were properly placed under my personal supervision, in accordance with the Substantial Requirements of the City of Plano, Texas.

John S. Turner, R.P.L.S. 5510

**STATE OF TEXAS  
 COUNTY OF DALLAS**

Before me, the undersigned, a Notary Public in and for said county and state, on this day personally appeared John S. Turner, R.P.L.S. No. 5510, State of Texas, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and considerations therein expressed.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for The State of Texas.

**CERTIFICATE OF APPROVAL**

Approved this \_\_\_\_\_ day of \_\_\_\_\_, 2011 by the Planning and Zoning Commission of the City of Plano, Texas.

Chairman, Planning and Zoning Commission, City of Plano, Texas

Before me, the undersigned, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same for the purposes and considerations herein expressed.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for The State of Texas.

Secretary, Planning and Zoning Commission of City Engineer, City of Plano, Texas

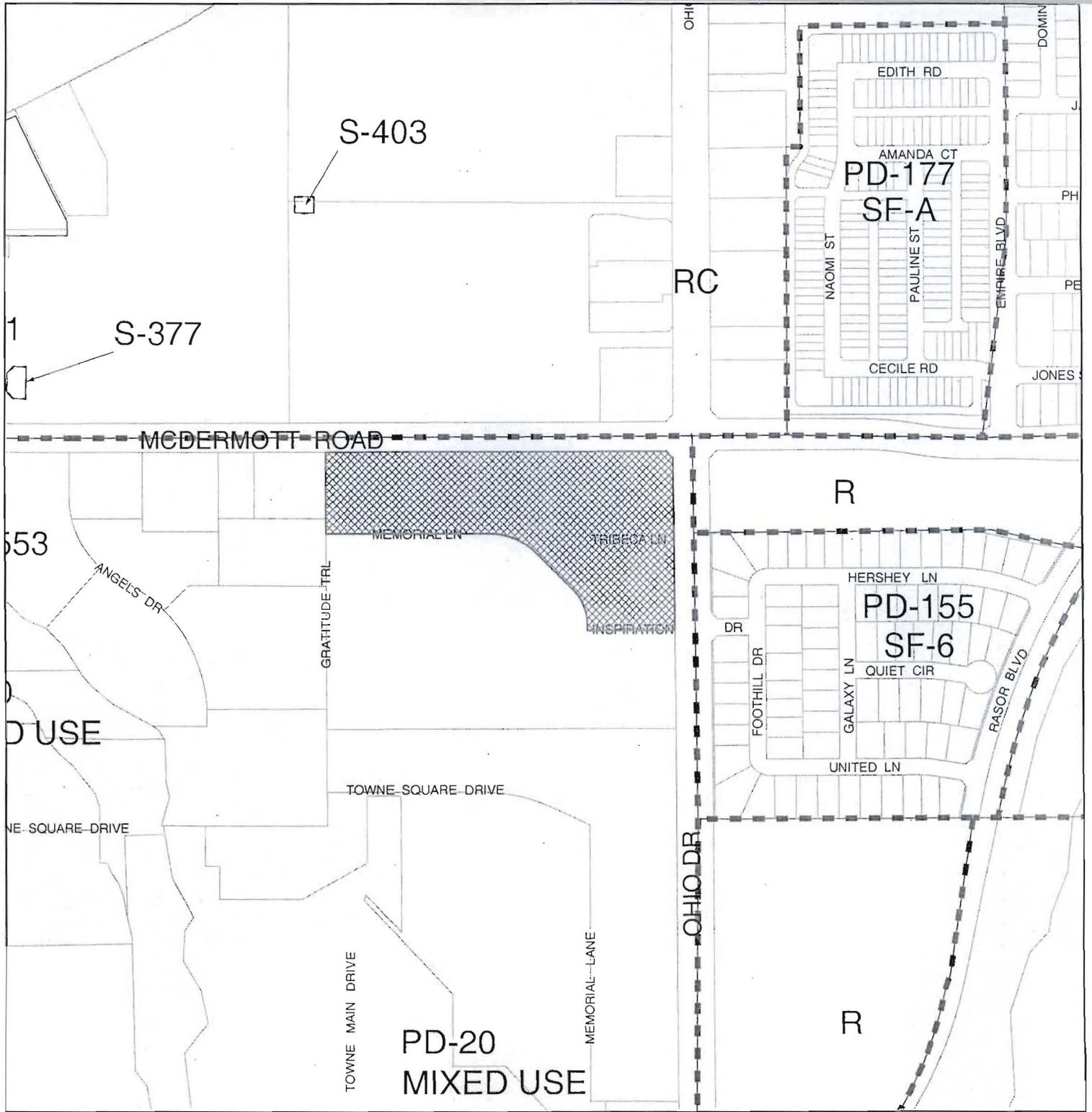
Before me, the undersigned, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he/she executed the same for the purposes and considerations herein expressed.

Given under my hand and seal of office this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for The State of Texas.

**A&W SURVEYORS, INC.**  
 Professional Land Surveyors  
 P.O. BOX 870288 WASHINGTON, TX 75087  
 PHONE (972) 384-7475 FAX (972) 384-7404  
 WWW.AANDWSURVEY.COM

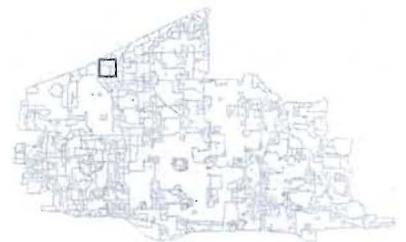
**FINAL PLAT  
 SANTI CHARY ADDITION  
 LOT 1, BLOCK A**  
 One Planned Development - 05 - Single Family Residential - 20  
 Lot Being of 126.54 Square Feet or 4.86 Acres of Land  
 Recorded in Instrument No. 2007097000000000  
 David Records, Collin County, Texas  
 JEREMIAH MUNGY SURVEY  
 ABSTRACT NO. 431  
 CITY OF PLANO, COLLIN COUNTY, TEXAS  
 Preparation Date: 04-19-08



Item Submitted: PRELIMINARY SITE PLAN

Title: THE TRIBECA  
BLOCK A, LOT 2

Zoning: PLANNED DEVELOPMENT-20-MIXED USE



○ 200' Notification Buffer



CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 6**

**Public Hearing: Zoning Case 2010-22**

**Applicant: City of Plano**

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**DESCRIPTION:**

Request to amend Subsection 3.1107 (Schedule of Off-Street Parking) of Section 3.1100 (Off-Street Parking and Loading) of Article 3 (Supplementary Regulations) and related sections of the Zoning Ordinance pertaining to medical office parking requirements. Tabled 02/21/11.

**REMARKS:**

This agenda item was tabled at the Planning & Zoning Commission's meeting on February 21, 2011, and needs to be removed from the table for consideration.

On November 15, 2010, the Commission called a public hearing to consider an amendment to the Zoning Ordinance pertaining to medical office parking requirements. The Commission was requested to consider amendments to medical office parking requirements due to challenges associated with reusing existing office buildings initially planned for general office uses. The general office buildings have insufficient parking to accommodate medical office uses.

**HISTORY:**

In 1980, the City of Plano instituted the current medical office parking requirement of 1 space per 175 square feet (1:175) of floor area. Prior to 1980, the medical office parking requirement was 1:300, the same as the general office parking requirement that existed then and which remains today. The rationale to change the medical office parking requirement from 1:300 to 1:175 was due to medical office uses generating 6 times more vehicular trips per day than general office uses. In 1980, staff also monitored the usage of medical office parking facilities and found that medical office parking facilities were operating at or near full capacity even when they were providing more parking spaces than what was required at that time. Additionally, some sites had vehicles parked within fire lanes due to insufficient available parking. Staff studies and surveys of medical office parking requirements resulted in a Zoning Ordinance amendment changing the parking requirement to 1:175.

**CURRENT:**

As stated above, the City of Plano is currently using 1:175 for medical office parking as was established in 1980. The 1:175 parking requirement for medical office buildings is considered restrictive by developers and property owners. Property owners wanting to lease existing general office buildings to medical office uses are unable to do so because the city's current medical office parking requirement inhibits the reuse of existing general office buildings. The Zoning Ordinance requires 1:300 for general office uses. The difference between medical office and general office parking requirements is such that some buildings originally built for general office use cannot be changed to medical office use without experiencing inadequate parking facilities. Further complicating the issue is that some of those same sites do not have any remaining land to add parking.

Staff consulted some medical office developers to get their feedback regarding the city's medical office parking requirement. Medical office developers are in favor of amending the medical office parking requirement to a maximum ratio of 1:200 because they believe the current parking requirement is too high. Some developers recommend the 1:200 requirement because they believe it is a more reasonable requirement and that it is comparable to retail parking requirements (also 1:200).

Additionally, staff researched 12 surrounding cities to determine what ratios they are using for their medical office parking requirements. A comparison of these cities shows that the City of Plano requires more parking for medical office use than any other city as shown on the following table.

Surrounding Cities

City	Medical Office	General Office
Fort Worth	1:400 sq. ft.	1:400 sq. ft.
Mesquite	1:300 sq. ft.	1:300 sq. ft.
McKinney	1:300 sq. ft.	1:400 sq. ft.
Richardson	1:250 sq. ft.	1:300 sq. ft.
Allen	1:250 sq. ft.	1:300 sq. ft.
Carrollton	1:225 sq. ft.	1:350 sq. ft.
Arlington	1:200 sq. ft.	1:333 sq. ft.
Burleson	1:200 sq. ft.	1:200 sq. ft.
Dallas	1:200 sq. ft.	1:333 sq. ft.
Denton	1:200 sq. ft.	1:450 sq. ft.
Frisco	1:200 sq. ft.	1:300 sq. ft.
Garland	1:200 sq. ft.	1:300 sq. ft.
<b>Plano</b>	<b>1:175 sq. ft.</b>	<b>1:300 sq. ft.</b>

Proposed Amendment

To promote reuse of buildings and attract potential tenants while at the same time reducing paved areas, staff recommends that the current medical office parking requirement be amended. Amending the parking requirement is further justified given the feedback received from medical office developers and research from surrounding

cities, as well as an assessment of other cities outside the metroplex. Amending the city's current medical office parking requirement would attract potential medical office developers, as well as medical office tenants wanting to occupy existing office buildings.

Staff recommends that the medical office parking requirement be amended to 1 space per 200 square feet of floor area (1:200). A parking ratio of 1:200 could encourage reuse of existing buildings while reducing the amount of paved areas. The proposed parking ratio would also make the city at par with other surrounding cities such as Frisco, Garland, Arlington, and Dallas.

**RECOMMENDATIONS:**

Recommended for approval subject to the following: (Deletions are indicated in strikethrough text; additions are indicated in underlined text)

Amend Subsection 3.1107 (Schedule of Off-Street Parking) of Section 3.1100 (Off-Street Parking and Loading) of Article 3 (Supplementary Regulations) as follows:

Medical Office: 1 space for each ~~475~~ 200 square feet of floor area.

CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 7**

**Public Hearing:** Zoning Case 2011-03

**Applicant:** HSP of Texas, Inc./Medical Center of Plano

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**DESCRIPTION:**

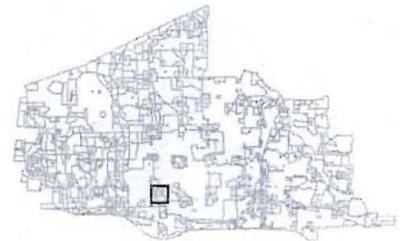
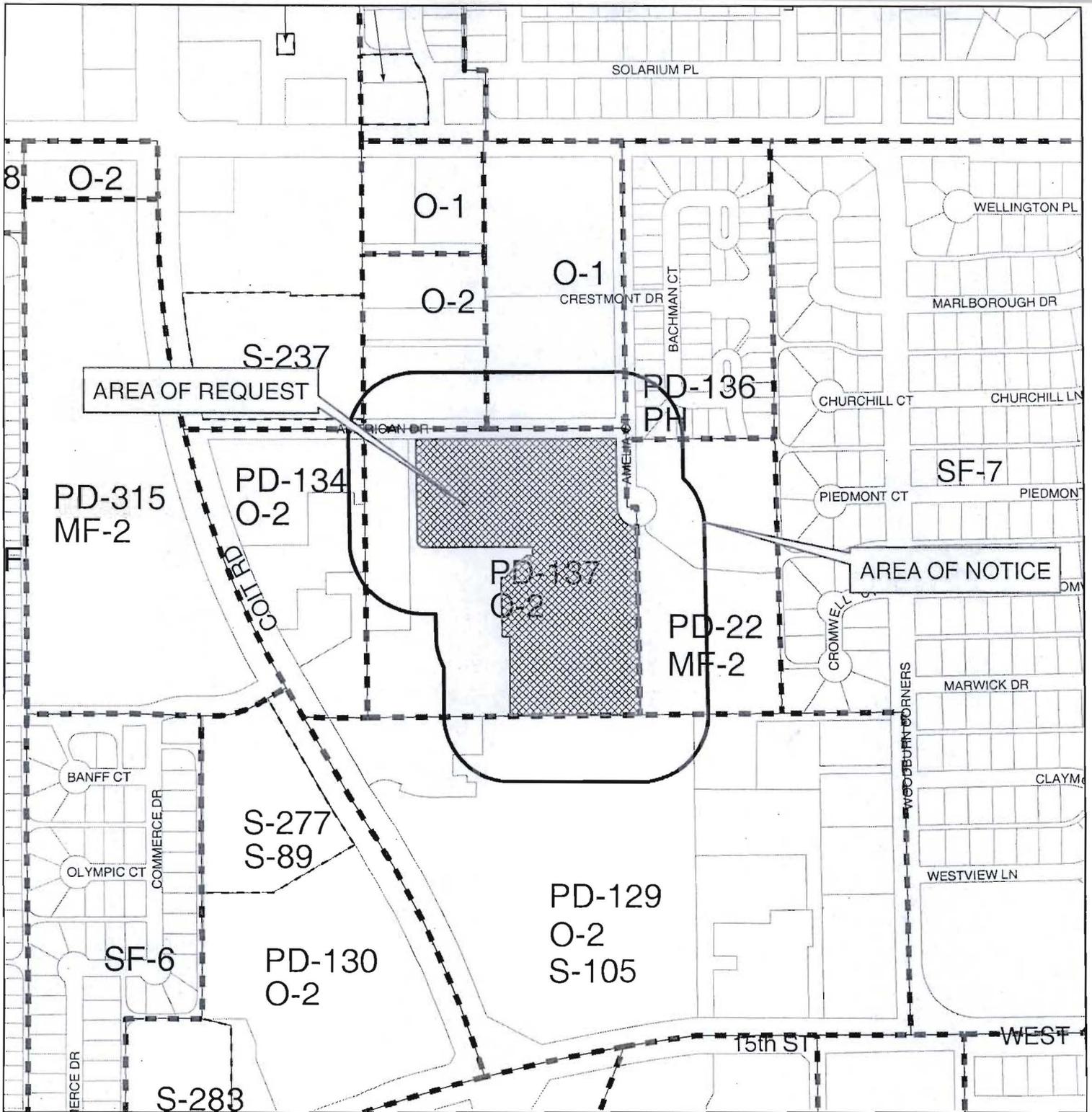
Request for a Specific Use Permit for Helistop on 9.1± acres located at the southwest corner of Amelia Court and American Drive. Zoned Planned Development-137-General Office.

**REMARKS:**

After the public notices were mailed out for this zoning case, staff discovered an error in the area of notification. Due to the error, staff has sent out updated public notices for the case and is requesting that this item be tabled until the March 21, 2011, Planning & Zoning Commission meeting.

**RECOMMENDATION:**

Recommended that the Planning & Zoning Commission accept staff's request to table this item until the March 21, 2011 meeting.



Zoning Case #: 2011-03

Existing Zoning: PLANNED DEVELOPMENT-137-GENERAL OFFICE



○ 200' Notification Buffer

CEIVE

MAR 03 2011

PLANNING DEPT.

REPLY FORM

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

Dear Commissioners:

This letter is regarding Zoning Case 2011-03. The property is on 9.1± acres located at the southwest corner of American Drive and Amelia Court. The current zoning is Planned Development-137-General Office (PD-137-O-2). The O-2 district is intended to allow for a variety of low-, mid-, and high-rise office developments providing for professional, financial, medical, and similar services to local residents; corporate offices for regional and national operations; and major centers of employment for Plano and surrounding communities. A Planned Development district provides the ability to amend use, height, setback, and other development standards at the time of zoning to promote innovative design and better development controls appropriate to both off and onsite conditions. The requested zoning is for a Specific Use Permit (SUP) for Helistop. A helistop is an area of land, water, or a structural surface which is used, or intended for use, for the landing and taking off of helicopters, and any appurtenant areas which are used, or intended for use for helistop. No refueling, maintenance, repairs, or storage of helicopters is permitted.

**\*\*\*PLEASE TYPE OR USE BLACK INK\*\*\***

I am **FOR** the requested zoning as explained on the attached cover sheet for Zoning Case 2011-03.

I am **AGAINST** the requested zoning as explained on the attached cover sheet for Zoning Case 2011-03.

This item will be heard on **March 21, 2011, 7:00 p.m.** at the Plano Municipal Center, 1520 K Avenue. Please provide your written comments below regarding the proposed zoning change. If additional space is required, you may continue writing on a separate sheet, one-sided for printing purposes.

*It makes a lot of noises ~~instead of~~ especially during the midnight. It woke up my children. This is the residential area*

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Lichiao YANG  
Name (Please Print)

[Signature]  
Signature

1700 Amelia Ct, #624  
Plano TX 75075  
Address

2/28/11  
Date

EH

SEE BACK OF PAGE FOR REQUIRED SIGNATURES

In addition, there are school bus stops from the school during the school year. I think it will not be safe for the children who are waiting for the school bus.

RECEIVED  
FEB 24 2011  
PLANNING DEPT

REPLY FORM

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

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*If this change is approved the helicopters will literally fly in and out of my bedroom, this will affect my health and real estate prices.*

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

LYUDMILA KALMYKOVA  
Name (Please Print)

L Kalmykova  
Signature

1700 AMELIA CT. # 722  
Address

2/21/11  
Date

EH

RECEIVED  
FEB 23 2011  
PLANNING DEPT

REPLY FORM

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

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*This would be disruptive to the residents who live in very close proximity to the proposed helistop.*

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Vincent Ferrari  
Name (Please Print)

Vincent Ferrari  
Signature

4316 MAIZE DR. Plano TX 75093  
Address

Feb 16, 2011  
Date

for 1700 Amelia CT #117  
EH Plano TX 75093

REPLY FORM

RECEIVED

FEB 15 2011

PLANNING DEPT

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

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I Am Strongly Opposed Due  
to Sound Concerns.

By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

FRED SUTTON  
Name (Please Print)

[Signature]  
Signature

1512 DANVAC LANE  
Address PLANO, TX 75075

2/12/11  
Date

EH

RECEIVED  
FEB 16 2011  
PLANNING DEPT.

REPLY FORM

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

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By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

Dean Whitley  
Name (Please Print)  
1208 Delmonte Circle  
Plano TX 75075  
Address

[Signature]  
Signature  
2-14-11  
Date

EH

RECEIVED  
FEB 22 2011  
PLANNING DEPT

REPLY FORM

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

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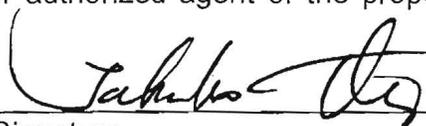
**\*\*\*PLEASE TYPE OR USE BLACK INK\*\*\***

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By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

TAKAKO OTSUJI  
Name (Please Print)

  
Signature

1700 Amelia Ct. #116  
Address PLANO, TX 75075

2-18-11  
Date

EH

Chialastri  
2032 Maitland  
Plano, TX 75025

REPLY FORM

RECEIVED  
MAR 02 2011  
PLANNING DEPT

Planning & Zoning Commission  
P.O. Box 860358  
Plano, TX 75086-0358

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By signing this letter, I declare I am the owner or authorized agent of the property at the address written below.

JANET Chialastri  
Name (Please Print)

Janet Chialastri  
Signature

1700 Amelia Ct. # 321  
Address PLANO, TX 75075

3/1/11  
Date

EH

SEE BACK OF PAGE FOR REQUIRED SIGNATURES

CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 8**

**Public Hearing - Replat:** Baylor Medical Center at Plano, Block A, Lot 1R

**Applicant:** Baylor Health Care System

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**DESCRIPTION:**

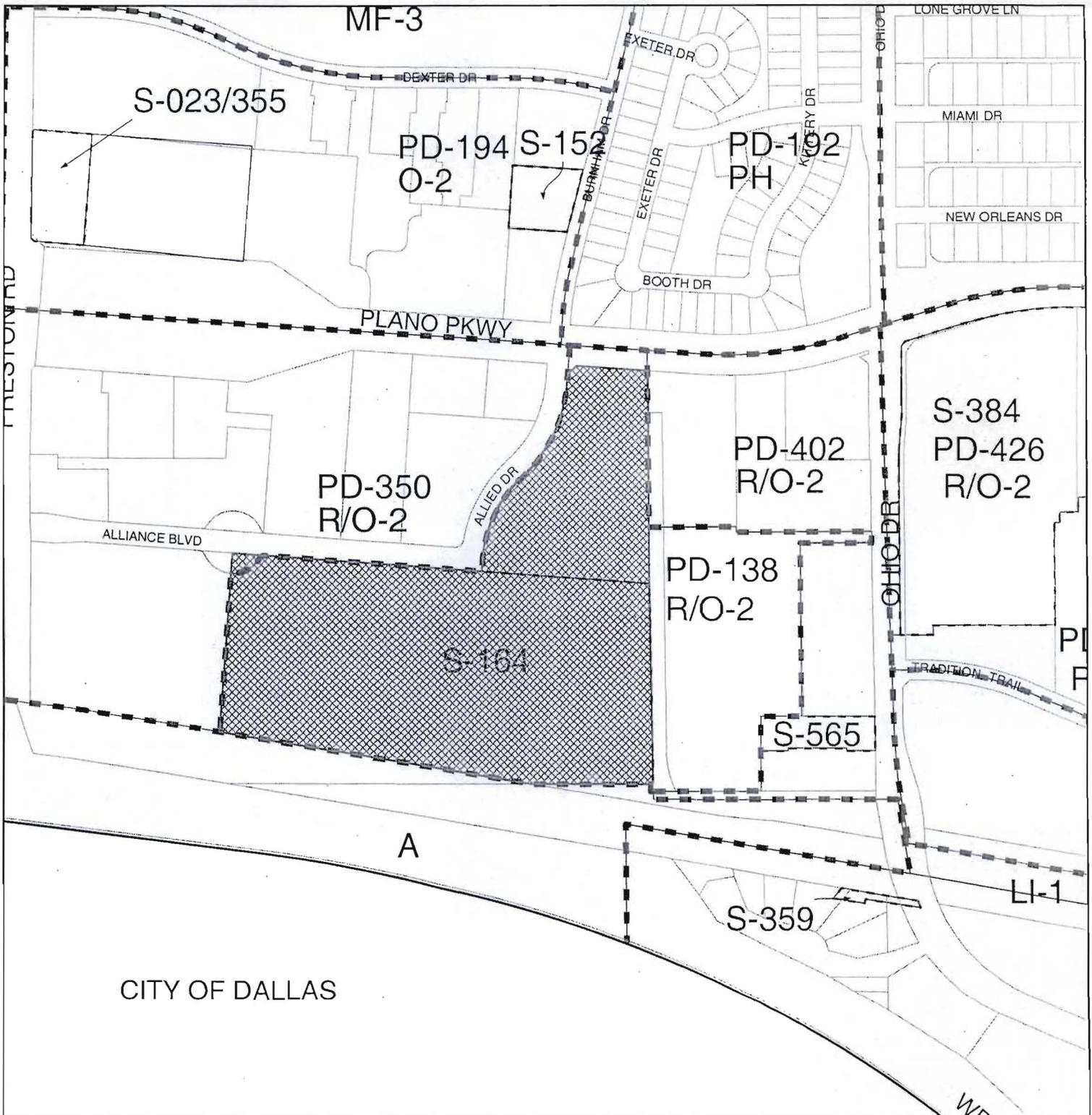
Hospital and medical office on 1 lot on 22.5± acres located at the southeast corner of Allied Drive and Alliance Boulevard. Zoned Planned Development-138-Retail/General Office with Specific Use Permit #164 for Outdoor Commercial Amusement Facility/190 Tollway/Plano Parkway Overlay District. Neighborhood #55.

**REMARKS:**

The purpose for this replat is to dedicate easements necessary for completing the expansion of the medical office building.

**RECOMMENDATION:**

Recommended for approval as submitted.

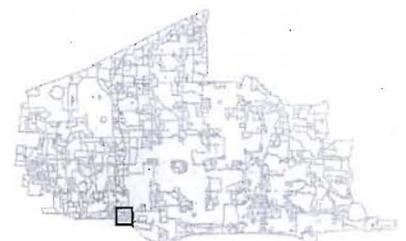


CITY OF DALLAS



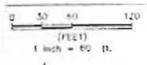
Item Submitted: REPLAT

Title: BAYLOR MEDICAL CENTER AT PLANO  
BLOCK A, LOT 1R



Zoning: PLANNED DEVELOPMENT-138-RETAIL/GENERAL OFFICE  
w/SPECIFIC USE PERMIT #164/  
190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT

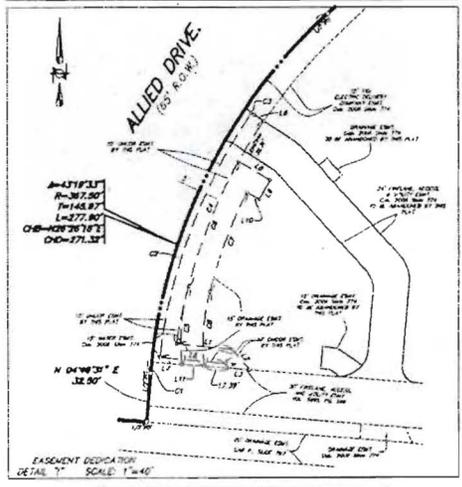
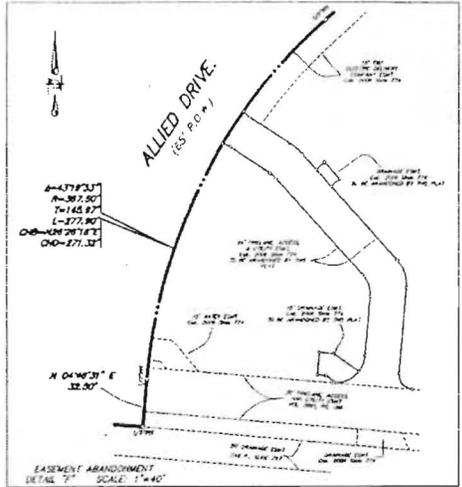
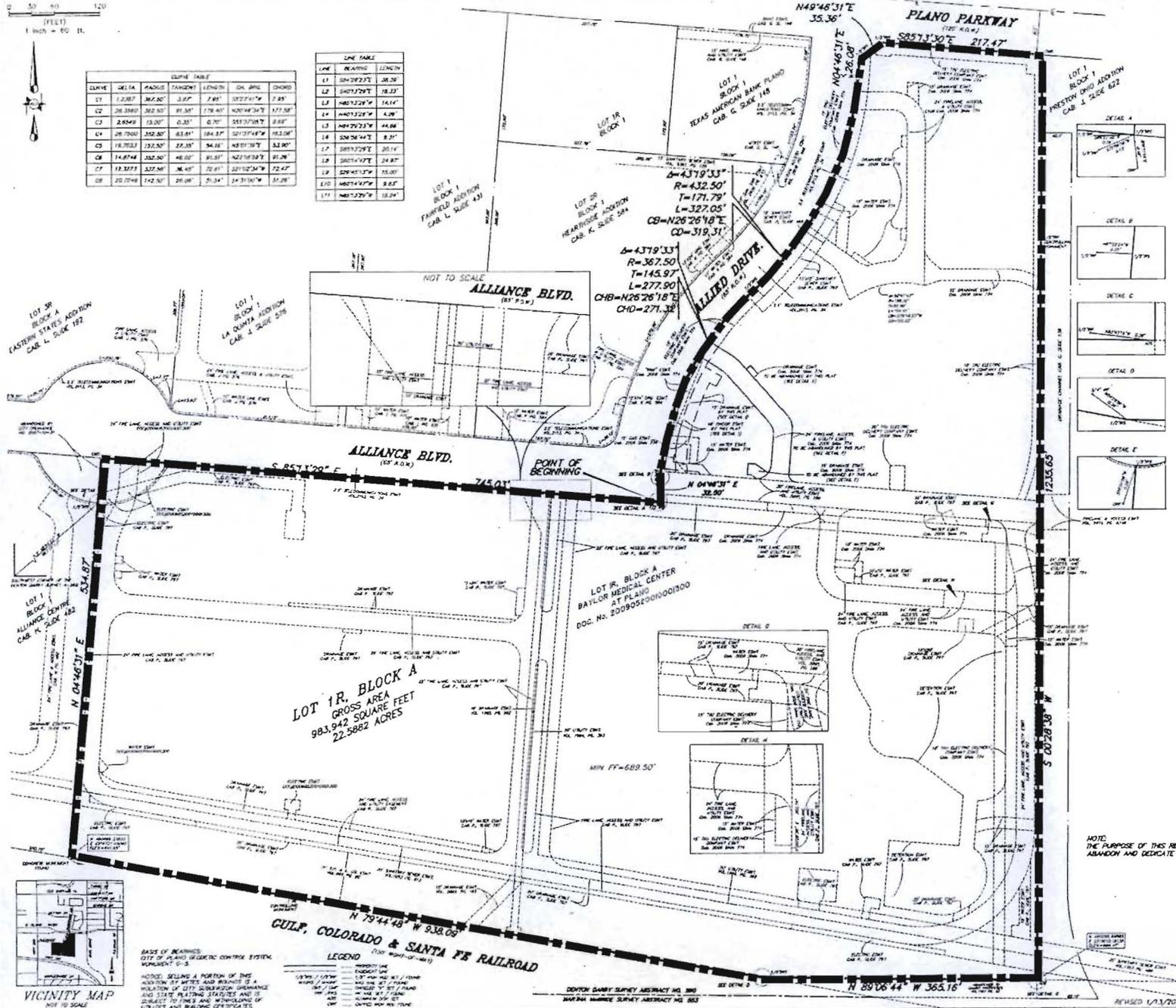




CURVE TABLE					
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E2	28.350	382.507	81.387	178.407	402.7437
E3	2.8549	13.007	0.357	0.707	1.517387
E4	28.7000	252.007	83.017	184.377	327.7747
E5	18.7033	132.007	27.357	54.417	103.7170
E6	14.6744	102.007	48.007	81.817	162.1837
E7	13.3273	327.507	38.407	72.817	227.1037
E8	22.7248	142.007	28.007	21.247	24.31007

CURVE TABLE		
LINE	RELATIVE LENGTH	CHORD
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E2	150.7277	18.23
E3	148.7327	14.17
E4	146.7377	4.99
E5	144.7427	44.86
E6	142.7477	163.00
E7	140.7527	20.14
E8	138.7577	24.87
E9	136.7627	15.00
E10	134.7677	8.87
E11	132.7727	13.24



BASED ON BEARING  
CITY OF PLANO GEODETIC CONTROL SYSTEM  
WARRANTED 95%

NOTICE: SELLING A PORTION OF THE  
PARCELS BY METES AND BOUNDS IS A  
VIOLATION OF CITY SUBDIVISION ORDINANCE  
AND STATE PLATTING STATUTES AND IS  
SUBJECT TO FINES AND WITHDRAWAL OF  
LICENSES AND BANNING CERTIFICATES

LEGEND

---	PROPERTY LINE
---	EXISTING CURVE
---	NEW CURVE
---	CHORD OF CURVE
---	CHORD OF LOT
---	CHORD OF BLOCK
---	CHORD OF TRAIL
---	CHORD OF RAILROAD
---	CHORD OF ROAD
---	CHORD OF CANAL
---	CHORD OF DITCH
---	CHORD OF FENCE
---	CHORD OF UTILITY
---	CHORD OF OTHER

DENTON DUNN SURVEY ABSTRACT NO. 280  
DENTON DUNN SURVEY ABSTRACT NO. 283

NOTE:  
THE PURPOSE OF THIS REPLAT IS TO  
ABANDON AND DEDICATE EASEMENTS

REPLAT  
OF  
**BAYLOR MEDICAL CENTER**  
AT PLANO  
LOT 1R, BLOCK A  
22.5882 ACRES

BEING A REPLAT OF  
LOT 1R, BLOCK A, BAYLOR MEDICAL CENTER AT PLANO,  
DOC. NO. 200905000000000  
DENTON DARBY SURVEY ABSTRACT NO. 280  
CITY OF PLANO, COLLIN COUNTY, TEXAS

SCALE: 1" = 60' DATE: JULY 9, 2009

OWNER:  
BAYLOR MEDICAL CENTER  
AT PLANO  
3800 GASTON AVENUE  
SUITE 160  
DALLAS, TX 75248-1901

SURVEYOR:  
RAYMOND L. GOODRICH, P.L.C.  
6446 LA SIERRA, STE 200, LB 17  
DALLAS, TX 75231-1738  
414-739-8100  
RAYGOODRICH@GMAIL.COM  
TX REG. 07-493  
TAPLS REG. #100341-00



CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 9**

**Public Hearing - Preliminary Replat & Revised Site Plan:**  
Collin Creek Phase II Addition, Block B, Lot 2R

**Applicant:** Raising Cane's Chicken Fingers

---

**DESCRIPTION:**

Restaurant on 1 lot on 1.2± acres located at the southeast corner of 15th Street and Alma Drive. Zoned Corridor Commercial. Neighborhood #66.

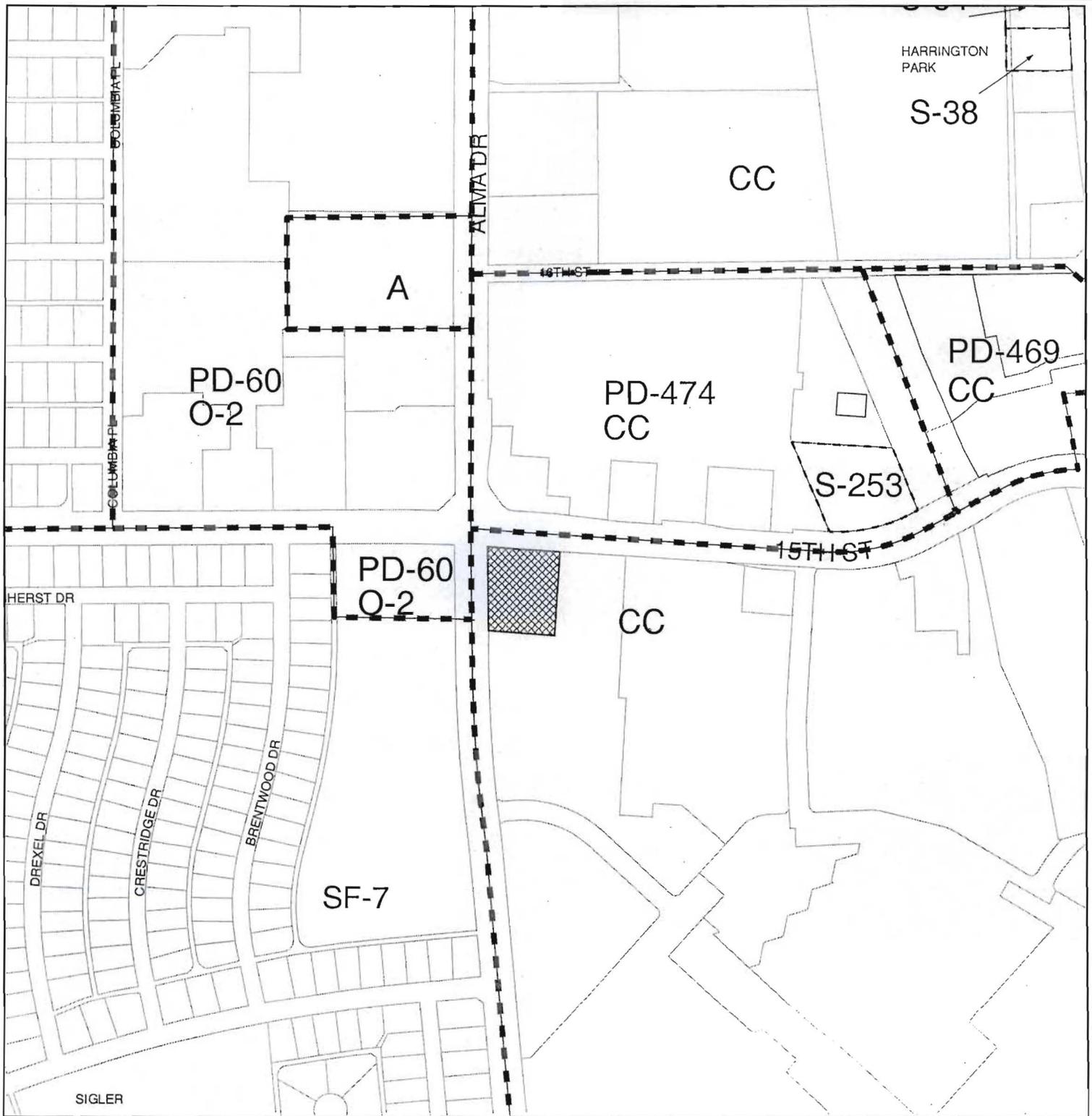
**REMARKS:**

The purpose for the preliminary replat is to abandon and propose easements necessary for the redevelopment of the site as a restaurant.

The purpose for the revised site plan is to show the proposed restaurant and related site improvements.

**RECOMMENDATION:**

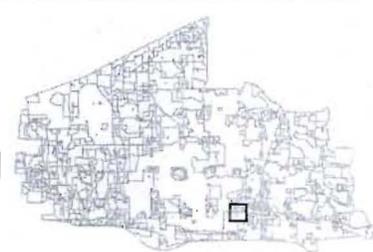
Recommended for approval as submitted.



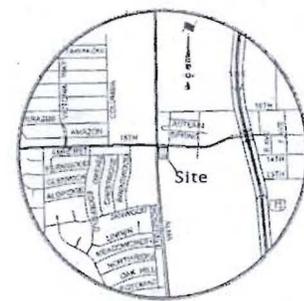
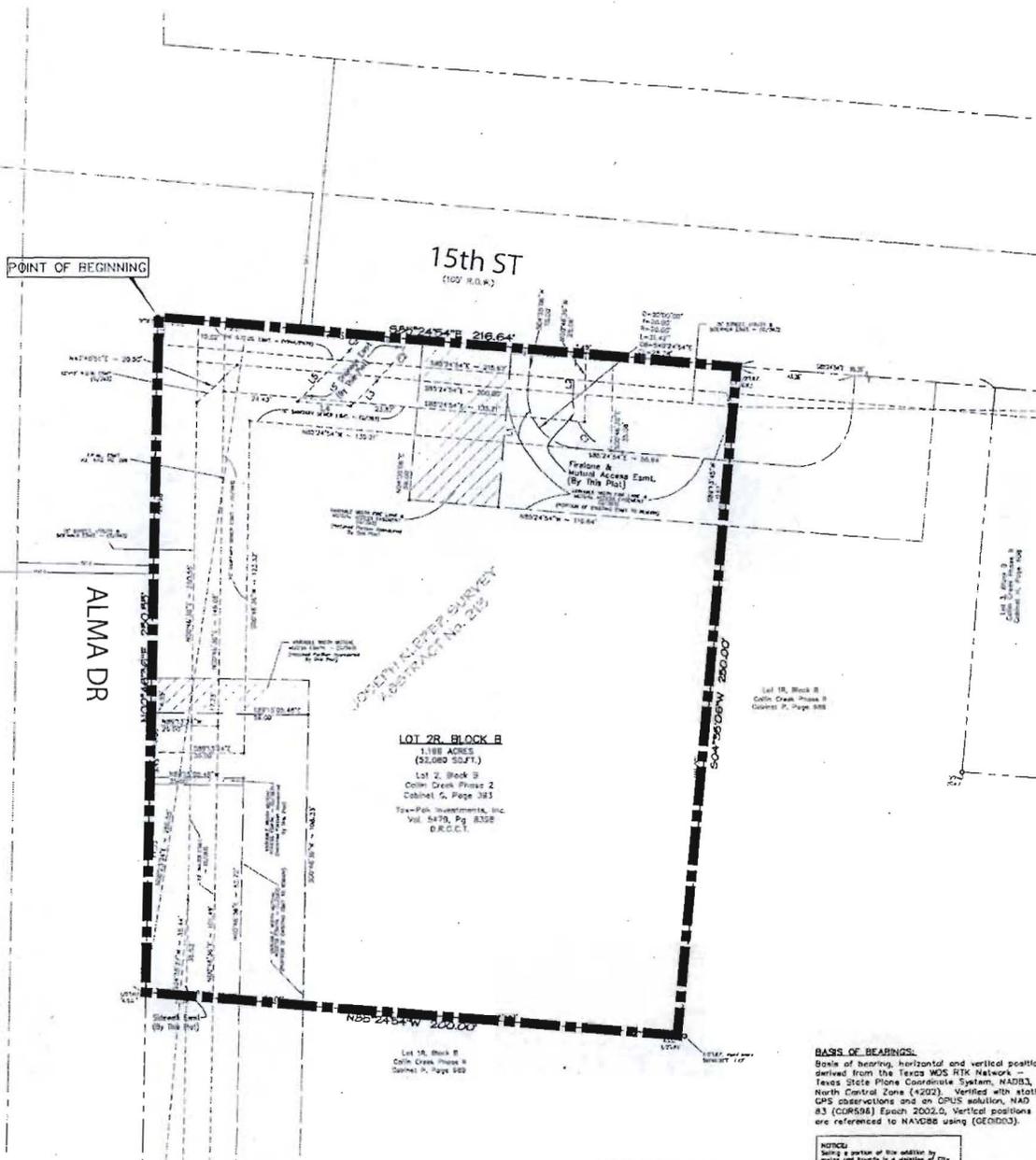
Item Submitted: PRELIMINARY REPLAT & REVISED SITE PLAN

Title: COLLIN CREEK PHASE II ADDITION  
BLOCK B, LOT 2R

Zoning: CORRIDOR COMMERCIAL



○ 200' Notification Buffer



Vicinity Map  
N.T.S.



Easement Line Table		
Line	Length	Bearing
L1	19.50	S 24°55'00" E
L2	15.00	S 64°35'00" W
L3	13.41	S 46°19'55" W
L4	20.10	N 85°24'54" W
L5	26.70	N 46°19'55" E

Easement Curve Table						
Curve	Radius	Length	Delta	Tangent	Chord	Chord Bearing
C1	20.00	9.42	80°00'00"	20.00	28.28	S 07°47'47" E
C2	87.50	20.25	133°34'41"	18.19	20.18	N 84°23'24" W
C3	72.50	8.31	163°23'50"	4.16	8.30	N 43°02'18" E

**LOT 2R, BLOCK B**  
1.196 ACRES  
(52,082 SQ.FT.)  
Lot 2, Block B  
Collin Creek Phase 2  
Cabinet 5, Page 393  
Tru-Pak Investments, Inc.  
Vol. 5478, Pg. 832B  
D.R.C.C.T.

**BASIS OF BEARINGS:**  
Basis of bearing, horizontal and vertical position derived from the Texas WGS 84 Network - Texas State Plane Coordinate System, NAD83, North Central Zone (+202). Verified with static GPS observations and an GPS solution, NAD 83 (GCR598) Epoch 2002.0. Vertical positions are referenced to NAVD83 using (GEOID03).

**NOTICE:**  
Being a portion of the addition by which the bears is a matter of City Governance and State History Statutes and is subject to those and other provisions of various and building certificates.

**PURPOSE OF PRELIMINARY REPEAT:**  
The Purpose of this Preliminary Repeat is to Dedicate Easements for Development.

1 Lot  
1.196 Ac. (Gross)

SHEET 1 OF 2  
PRELIMINARY REPEAT  
OF  
**COLLIN CREEK PHASE II ADDITION**  
LOT 2R, BLOCK B - 1.196 Acres  
OF  
**COLLIN CREEK PHASE II ADDITION**  
LOT 2, BLOCK B - 1.196 Acres  
CAB. G PG. 393  
situated in the  
**JOSEPH KLEPPER SURVEY - ABSTRACT 213**  
PLANO, COLLIN COUNTY, TEXAS

**Engineer/Surveyor:** Splore Engineering, Inc.  
785 Quater Road, Suite 100  
Plano, Texas 75075  
Telephone (972) 422-0077  
Contact: John Splore

**Owner:** Helging Cona's  
8800 Tennyson Parkway, Suite 200  
Plano, Texas 75024  
Telephone (972) 769-3357

Scale 1"=20' February 2011

OWNER'S CERTIFICATE

STATE OF TEXAS  
COUNTY OF COLLIN

Being all of a so called 1.1956 acre tract of land described in Special Warranty Deed with Vendor's Lien to Twp-Pak Investments, Inc. as recorded in Volume 5479, Page 8388, Deed Records, Collin County, Texas and also being a 1.1967 acre tract of land situated in the Joseph Klepper Survey, Abstract No. 213 City of Plano, Collin County, Texas, and being all of Lot 2, Block A Collin Creek Phase II Addition, an Addition to the City of Plano, Collin County, Texas, as recorded in Cabinet G, Page 393, Plat Records, Collin County, Texas and being more particularly described as follows:

BEGINNING at "X" set at the northwest corner of said Lot 2 and also being at the intersection of the east line of Alma Road (100' Right-of-Way) and the south line of F.M. 544-15th Street (100' Right-of-Way);

THENCE South 85°24'54" East along said south line of F.M. 544-15th Street and the north line of said Lot 2, for a distance of 216.64 feet to a 1/2 inch iron rod found for common corner of said Lot 2 and the road northern northwest corner of Lot 1R, Block B Collin Creek Phase II Addition, an addition to the City of Plano, Collin County, Texas, as recorded in Cabinet P, Page 989, Plat Records, Collin County, Texas;

THENCE South 04°35'08" West along the common line of said Lots 1R and 2, for a distance of 250.00 feet to a 1/2 inch iron rod found;

THENCE North 85°24'54" West along the common line of said lots, for a distance of 200.00 feet to a 1/2 inch iron rod found in said east line of Alma Road;

THENCE North 09°46'36" East along said east line, for a distance of 250.55 feet to the Point of Beginning and containing 52,080 square feet or 1.196 acres of land.

OWNER'S DEDICATION

STATE OF TEXAS  
COUNTY OF COLLIN

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT Twp-Pak Investments, Inc. acting by and through their duly authorized officers, does hereby adopt this plat designating the herein above described as CROSS CREEK PHASE II ADDITION - LOT 2R, BLOCK B, an addition to the City of Plano, Texas, and do hereby dedicate, in fee simple, for public use forever, the streets and alleys shown thereon. The streets and alleys are dedicated for street purposes. The easements and public use areas, as shown, are dedicated for both public use forever, for the purposes indicated on this plat. No buildings, fences, trees, shrubs or other improvements or growths shall be constructed or placed upon, over or across the easements as shown, except that landscape improvements may be placed in Landscape Easements, if approved by the City of Plano. In addition, Utility Easements may also be used for the mutual use and accommodation of all public utilities desiring to use or using some within the easement limits the use to particular utilities, said use by public utilities being subordinate to the Public's and City of Plano's use thereof. The City of Plano and public utility entities shall have the right to remove and keep removed all or parts of any buildings, fences, trees, shrubs or other improvements or growths which may in any way endanger or interfere with the construction, maintenance or efficiency of their respective systems on said Easements. The City of Plano and public utility entities shall at all times have the full right of ingress and egress to or from their respective easements for the purpose of constructing, reconstructing, inspecting, patrolling, maintaining, reading meters, and adding to or removing all or parts of their respective systems without the necessity of any time of procuring permission from anyone.

That the undersigned does hereby covenant and agree that he shall construct upon the fire lane easements, as delineated and shown hereon, a hard surface and that he shall maintain the same in a state of good repair at all times and keep the same free and clear of any structures, fences, trees, shrubs, or other improvements or obstruction, including but not limited to the parking of motor vehicles, trailers, boats or other impediments to the access of fire apparatus. The maintenance of paving on the fire lane easements is the responsibility of the owner, and the owner shall post and maintain appropriate signs in conspicuous places along such fire lanes, stating "Fire Lane, No Parking." The Fire Marshal or his duly authorized representative or the Chief of Police or his duly authorized representative is hereby authorized to cause such fire lanes and utility easements to be maintained free and unobstructed at all times for fire department and emergency use.

The undersigned does covenant and agree that the Access Easement may be utilized by any person or the general public for ingress and egress to other real property, and for the purpose of General Public vehicle and pedestrian use and access, and for Fire Department and emergency use in, along, upon, and across said premises, with the right and privilege at all times of the City of Plano, its agents, employees, workmen and representatives having ingress, egress, and egress in, along, upon and across said premises.

This plat approved subject to all platting ordinances, rules, regulations, and resolution of the City of Plano, Texas.

Witness my hand at \_\_\_\_\_, this the \_\_\_\_ day of \_\_\_\_\_, 2011.

By \_\_\_\_\_  
Name:  
Title:

STATE OF TEXAS  
COUNTY OF DALLAS

BEFORE ME, the undersigned authority, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration thereof expressed.

Given under my hand and seal of office this the \_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for  
The State of Texas

SURVEYOR'S CERTIFICATE

I, Darren K. Brown, a Registered Professional Land Surveyor, hereby certify that I have performed an actual and accurate survey of the land, and that the corner monuments shown thereon were properly placed under my personal supervision in accordance with the platting rules and regulations of the Town of Prosper, Texas.

FOR REVIEW PURPOSES ONLY  
Darren K. Brown  
Registration No. 5252



STATE OF TEXAS  
COUNTY OF COLLIN

BEFORE ME, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared Darren K. Brown, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

GIVEN under my hand and seal of office, this the \_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for  
The State of Texas

My Commission Expires:

CERTIFICATE OF APPROVAL

APPROVED this \_\_\_\_ day of \_\_\_\_\_, 2011,  
by the Planning and Zoning Commission, City of Plano, Texas.

Chairman, Planning and Zoning Commission

STATE OF TEXAS  
COUNTY OF COLLIN

BEFORE ME, the undersigned authority, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration thereof expressed.

Given under my hand and seal of office this the \_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for  
The State of Texas

Secretary, Planning & Zoning Commission  
Or City Engineer

STATE OF TEXAS  
COUNTY OF COLLIN

BEFORE ME, the undersigned authority, a Notary Public in and for said county and state, on this day personally appeared \_\_\_\_\_ known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purpose and consideration thereof expressed.

Given under my hand and seal of office this the \_\_\_\_ day of \_\_\_\_\_, 2011.

Notary Public in and for  
The State of Texas

SHEET 2 OF 2  
PRELIMINARY REPLAT

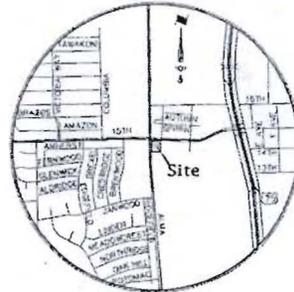
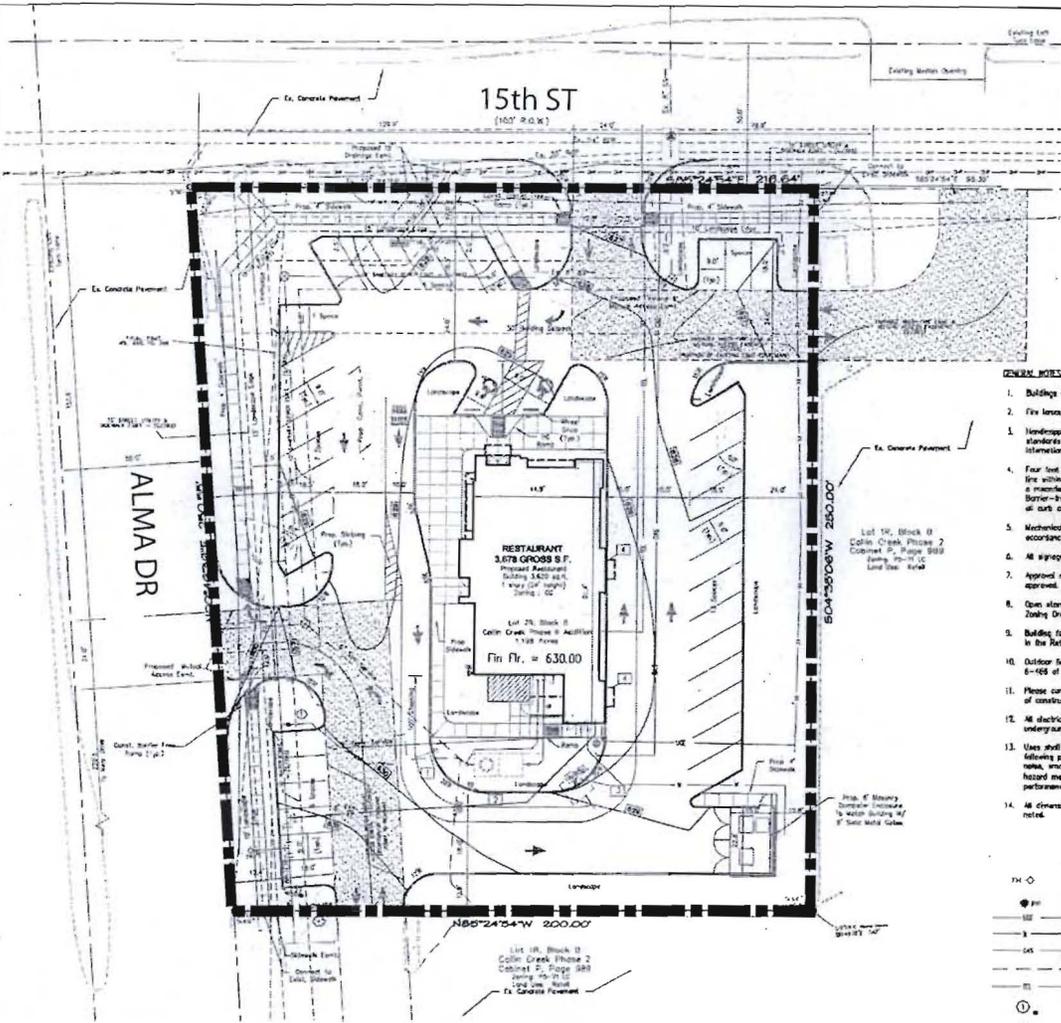
COLLIN CREEK PHASE II ADDITION  
LOT 2R, BLOCK B - 1.196 Acres  
or  
COLLIN CREEK PHASE II ADDITION  
LOT 2, BLOCK B - 1.196 Acres  
CAB. G, PG. 393  
situated in the  
JOSEPH KLEPPER SURVEY ~ ABSTRACT 213  
PLANO, COLLIN COUNTY, TEXAS

Engineer/Surveyor: Splors Engineering, Inc.  
765 Custer Road, Suite 100  
Plano, Texas 75075  
Telephone (972) 422-0077  
Contact: John Splors

Owner:  
Relating Cone's  
5800 Tennyson Parkway, Suite 200  
Plano, Texas 75024  
Telephone (972) 768-3357

1 Lot  
1.196 Ac. (Gross)

Scale 1"=20' February 2011

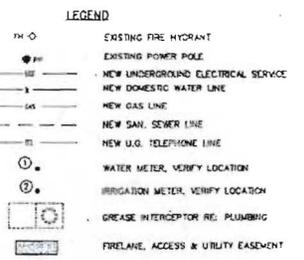


Vicinity Map  
N.T.S.

Site Data Summary Table

GENERAL SITE DATA	LOT #2, BLOCK B
Zoning	CC
Land Use	Restaurant
Lot Area	1,196 Sq. Ft. (21,987 Sq. Ft.)
Building Footprint Area	3,678 Sq. Ft.
Total Building Area	3,678 Sq. Ft.
Building Height	24'-00" (1 Story)
Lot Coverage	3.1% of Site
Floor Area Ratio	0.071
<b>PARKING</b>	
Required Ratio	3,678 Restaurant @ 1.5 = 5,517-57
Required Parking	37 Spaces
Proposed Parking	38 Spaces
Accessible Parking Required	2 Spaces
Accessible Parking Provided	2 Spaces
Parking % Excess of 10%	0 Spaces
CV Required Parking	
<b>LANDSCAPING</b>	
Landscaping Edge Area Provided	2,854 Sq. Ft.
Required Interior Landscaping Area	204 Sq. Ft.
Victorial Landscaping Area Provided	2,259 Sq. Ft.
Other Landscaping Area Within the Lot	0 Sq. Ft.
Residual Storm Water Generation Area	
Total Landscaping Area	6,313 Sq. Ft.
<b>PERMISSIBLE AREA</b>	
Permissible Footprint	0 Sq. Ft.
Other Permissible Area Within the Lot	6,877 Sq. Ft.
Net Permissible Footprint or Total Area	6,877 Sq. Ft.
<b>RESTRICTIONS AREA</b>	
Building Footprint Area	3,678 Sq. Ft.
Area of Stormwater, Footprint & Other Impervious Footprint	30,236 Sq. Ft.
Other Impervious Area	0 Sq. Ft.
Other Impervious Area	
Actual Total Impervious Area	34,007 Sq. Ft.
Sum of Total Landscaping Area + Total Permissible Area + Total Impervious Area (Sq. Ft.)	62,097 Sq. Ft.
Total Impervious Area	34,007 Sq. Ft.
Less 50% Impervious Area Credit	0
Effective Impervious Area	34,007 Sq. Ft.

- GENERAL NOTES**
- Buildings 6,000 or greater square feet shall be ICCB fire sprinkled.
  - Fire lanes shall be designed and constructed per City standards.
  - Handicapped parking areas shall be designed and graded per City standards and shall comply with requirements of the current, adopted International Building Code.
  - Four foot wide sidewalks shall be provided 2.5 feet set off of the property line within the right-of-way, unless a sidewalk easement is provided for a manufacturing sidewalk, or an alternative design is approved by the City. Barrier-free ramps, per City standards, shall be provided on sidewalks at all curb crossings.
  - Mechanical units, dumpsters and trash containers shall be screened in accordance with the Zoning Ordinance.
  - All signage contingent upon approval by Building Inspection Department.
  - Approval of the Site Plan is not final until all engineering plans are approved.
  - Open storage, where permitted, shall be screened in accordance with the Zoning Ordinance.
  - Building facades within the development shall be compatible, as provided in the Retail Center Design Guidelines.
  - Outdoor lighting shall comply with Illumination standards within Section 6-499 of the Code of Ordinances.
  - Please contact the Building Inspection Department to determine the type of construction and occupancy group.
  - All electrical transmission, distribution and service lines must be underground where required.
  - Uses shall conform in location, location, and construction to the following performance standards in Section 3-130 of the Zoning Code: noise, smoke and particulate matter, odors matter, fire or replace hazardous materials, toxic and noxious matter, vibration and/or other performance standards.
  - All dimensions are to face of curb or edge of building unless otherwise noted.



- Layout Notes**
- Height Detector Pole
  - Plan-Order Board
  - Order-Plan Board
  - Deliv-Thru Window

**Water Meter & Sewer Schedule**

I.D.	Type	Size	No.	Sewer	Remarks
1	Domestic	1"	1	6"	Proposed
2	Impigation	1"	1	N/A	Proposed

- Notes:**
- Handicap Parking is Provided in Accordance w/ ADA Standards.
  - No Floodplain Exists On the Site.
  - Site Plan is for International Purposes Only. It is Not a Construction Document.

Note: Water meter & service to be installed by City Water Dept. at owner's expense.

REVISED SITE PLAN  
OF  
**COLLIN CREEK PHASE II ADDITION**  
LOT 2R, BLOCK B - 1.196 Acres  
CAB. G PG. 393  
situated in the  
JOSEPH KLEPPER SURVEY - ABSTRACT 213  
PLANO, COLLIN COUNTY, TEXAS

**Owner:**  
Raising Cane's  
5800 Tennyson Parkway, Suite 200  
Plano, Texas 75024  
Telephone (972) 759-3357

**Engineer/Architect:**  
Spliers Engineering, Inc.  
765 Custer Road, Suite 100  
Plano, Texas 75075  
Telephone (972) 422-0077  
Contact: John Spliers

**Architect:**  
CSRS, Inc.  
6767 Parkins Road, Suite 200  
Baton Rouge, LA 70806  
Telephone (225) 769-0546

Scale 1"=20' February 2011



Raising Cane's  
Store #85  
15th Street  
Plano, TX  
Prototype 2B



CSRS, Inc.  
4307 Tennyson Parkway, Suite 200  
Plano, Texas 75024  
www.csrsonline.com

Project/Revision Date: February 20, 2011

Rev.	Description
1	Initial
2	Revised

FOR REVIEW

REVISED SITE PLAN

Date	Revision
February 2011	
September 11 2011	

CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 10**

**Public Hearing - Replat & Revised Site Plan/Concept Plan:**  
AMWC/Coit Road Warehouse Addition, Block 1, Lots 1R & 2

**Applicant:** Behringer Harvard 121 Coit LP

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**DESCRIPTION:**

Data center and restaurant on 2 lots on 7.3± acres located on the west side of Coit Road, 950± feet south of 15th Street. Zoned Light Industrial-1. Neighborhood #55.

**REMARKS:**

The purpose for this replat is to subdivide the property into 2 lots and to dedicate easements necessary for future development of Lot 2.

The purpose of the revised site plan is to show the existing building and parking areas on Lot 1R.

The purpose of the concept plan is to demonstrate that Lot 2 can be developed with a restaurant use.

**Issues:**

Minimum Frontage

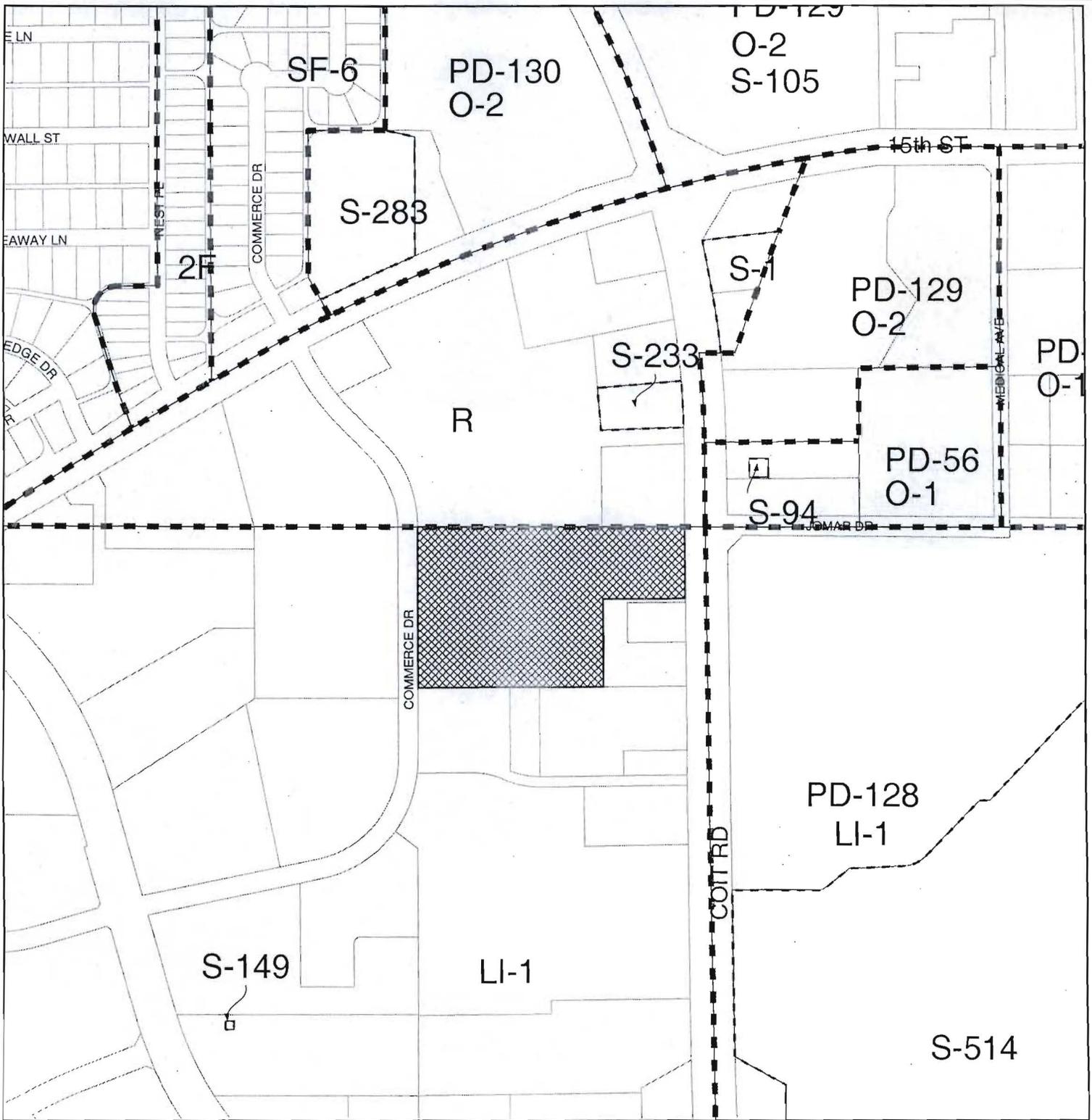
The proposed lot layout for Lot 1R creates frontage along Coit Road that is 139.12 feet in length. The Subdivision Ordinance stipulates that "Where a lot abuts a Type C (or higher) street, the minimum frontage is 150 feet." While the property is large enough to meet the standards in the ordinance, the applicant is requesting a variance to this provision so that they can establish the property line in a manner that will ensure that the existing transformer is on the same lot as the existing data center.

Staff is supportive of the variance request based on the fact that the 2 lots have sufficient access and circulation with the necessary easements being provided, and that Lot 1R otherwise meets the requirements of both the Subdivision and Zoning Ordinances.

**RECOMMENDATIONS:**

Replat: Recommended for approval subject to the additions and/or alterations to the engineering plans as required by the Engineering Department.

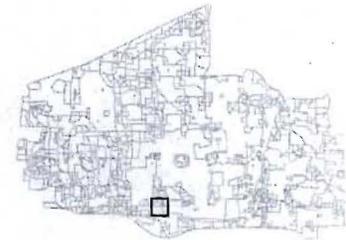
Revised Site Plan/Concept Plan: Recommended for approval subject to the Planning & Zoning Commission granting a variance to the Subdivision Ordinance regarding minimum lot frontage requirements.



Item Submitted: REPLAT & REVISED SITE PLAN/CONCEPT PLAN

Title: AMWC/COIT ROAD WAREHOUSE ADDITION  
BLOCK 1, LOTS 1R & 2

Zoning: LIGHT INDUSTRIAL-1



○ 200' Notification Buffer





CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 11**

**Public Hearing:** Comprehensive Plan Amendment

**Applicant:** City of Plano

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**DESCRIPTION:**

Request to amend the Future Land Use Plan map, Thoroughfare Plan map, and Transportation Element of the Comprehensive Plan, and related sections of the plan as it pertains to the designation of future rail stations within the city of Plano.

**REMARKS:**

**Purpose of the Amendment**

The Dallas Area Rapid Transit (DART) board approved the organization's 2030 service plan in 2006. This plan includes the implementation of the North-Cross Town Corridor, designated on the Thoroughfare Plan as the St. Louis and Southwestern railroad (also known as the Cotton Belt), to provide east-west rail transit service in the Dallas-Fort Worth region. Recently, DART has begun work with the North Central Texas Council of Governments (NCTCOG) to identify funding resources for the rail line and perform preliminary studies to determine rail station locations. The Cotton Belt rail line passes through Plano and commuter rail service would benefit residents and businesses in the city. City Council directed staff at the February 14, 2011 meeting, to move forward with amending the Comprehensive Plan and supporting maps to designate future rail stations within Plano along the Cotton Belt rail line.

**North-Cross Town Corridor**

The North-Cross Town Corridor would serve as a crucial component of the Dallas-Fort Worth region's east-west mass transit rail service. A map produced by the North Central Texas Council of Governments of the proposed route is attached to the staff report. Rail service may ultimately extend eastward to Murphy and Wylie.

## **Proposed Stations**

The City of Plano has proposed 2 locations for possible station sites along the North-Cross Town Corridor route. The first station would be located at the DART Red line overpass above the Cotton Belt railroad near the 12th Street and K Avenue intersection. The second station would be situated west of Shiloh Road at the intersection with the Cotton Belt railroad. These proposed stations would be designated on the Future Land Use Plan map and the Thoroughfare Plan map with this proposed amendment.

## **Benefits for Plano**

The benefits of stations at 12th Street and at Shiloh Road are numerous as the North-Cross Town Corridor (Cotton Belt line) provides connections to key destinations throughout the Dallas-Fort Worth region. The corridor would intersect 4 major passenger commuter lines including the existing DART Red line with service from Plano to Dallas, the recently completed DART Green line with service from Carrollton to northwest Dallas, and a connection with the proposed Burlington Northern Santa Fe (BNSF) commuter route coming from Frisco. The Cotton Belt will also cross the DART Orange line route which will include terminals at the Dallas-Fort Worth International Airport.

The Cotton Belt would also provide commuter rail service to key destinations within the city. The 12th Street station could serve as a catalyst to expand the Downtown Plano transit village southward. Additionally, the Cotton Belt line would increase opportunities for more new housing and access to jobs around the 12th Street station, and the Shiloh Road station in the Research Technology Crossroads area in southeast Plano. The Cotton Belt commuter line would be an alternative transportation option to major destinations within the Dallas-Fort Worth region for residents of Garland, Murphy, Richardson, and Wylie as well.

## **12th Street Station Workshop**

In September 2010, the City of Plano invited DART officials, planning consultants, and city leaders, as well as local residents, property owners, and business owners near the 12th Street station location to a half-day workshop to gather ideas and feedback for the proposed station. Many attendees expressed interest in the proposal and provided ideas on how the station could be integrated with downtown Plano residences and businesses. Additional informational meetings were held for local neighborhoods, property owners, and business owners in December and February to continue discussions regarding the proposed rail stations. The attendees were supportive of the future opportunities and benefits that a rail station would bring to the area.

## **Text Amendments**

The proposed amendment to the Transportation Element of the Comprehensive Plan will include text that further supports the additional rail stations in Plano. The amended text is underlined and can be found on pages 17-19 and 22 of the element, and describes the need for east-west rail transit service, the proposed route of the North-Cross Town Corridor, the benefits for Plano and neighboring cities, and proposed map

amendments while current text to be removed from the element will be struck through. The existing Transportation Element is included with this report in order to provide context for the proposed amendment. The inclusion of the station proposals on the Future Land Use Plan map and the Thoroughfare Plan map also support the Transportation Element text of the Comprehensive Plan, and shows Plano's strong interest and commitment to the implementation of the North Cross-Town Corridor commuter rail line.

**RECOMMENDATION:**

Recommended for approval as submitted.

**CITY of PLANO**  
**THOROUGHFARE PLAN**  
**COTTON BELT AMENDMENTS**

- LEGEND**
- T A Expressway
  - B+ B C Major or Secondary Divided Thoroughfare
  - C1 D
  - E E+ F Secondary Undivided Thoroughfare
  - Interchange Grade Separation
  - △ Rail/Street Grade Separation
  - ⊗ Grade Separation, No Interchange
  - ⊙ DART Facility
  - ⊖ Proposed Cotton Belt DART Facility

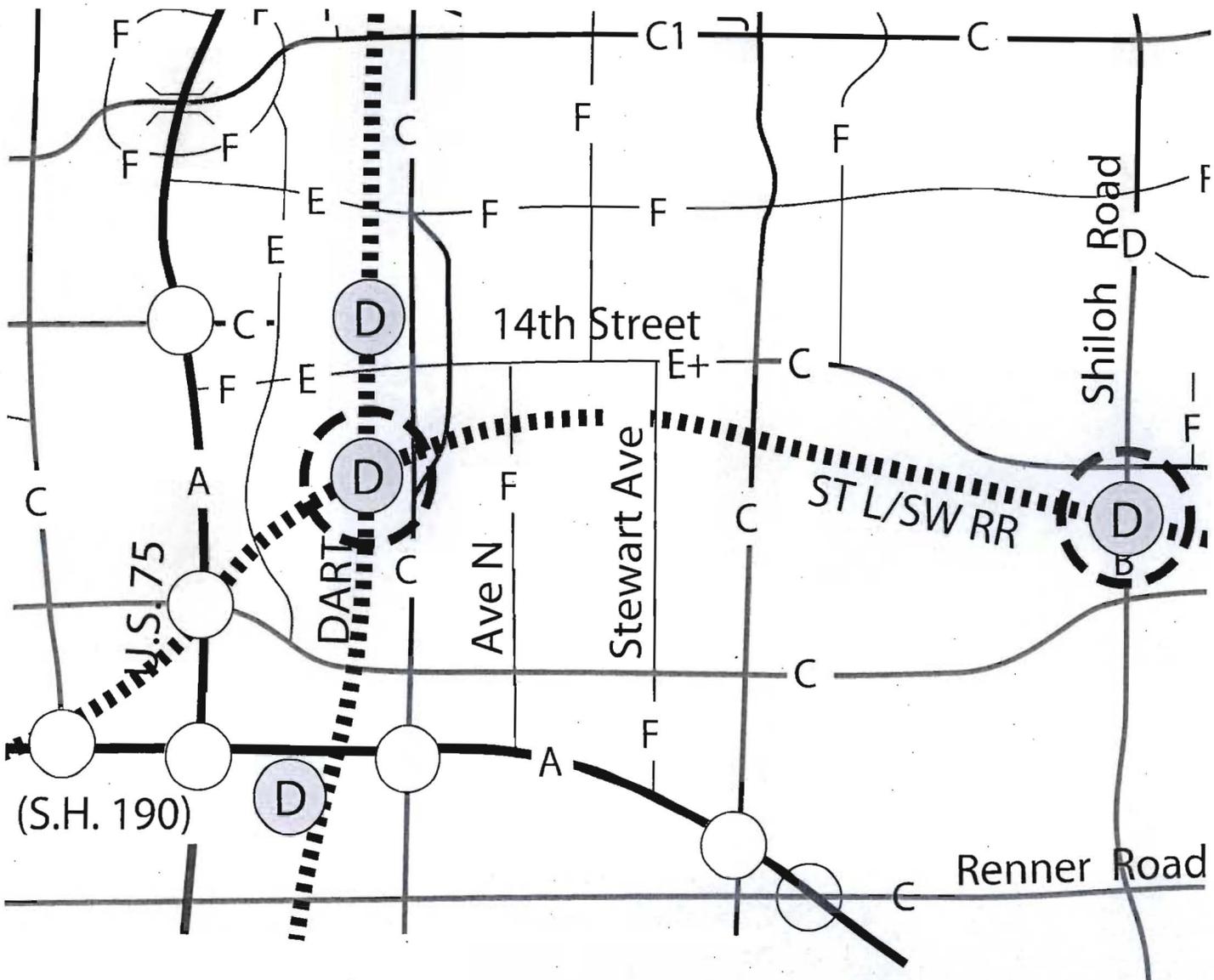
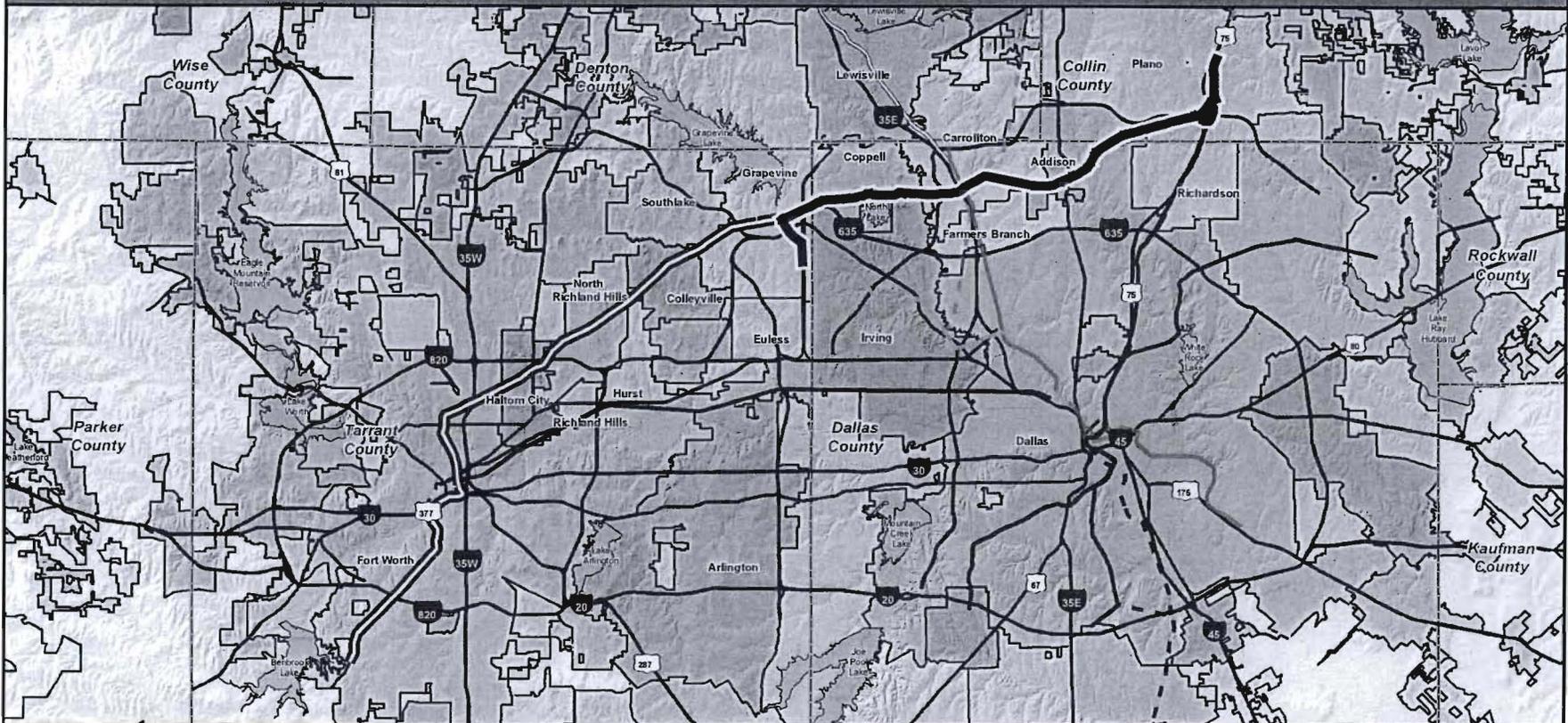


Figure 1-1 - Cotton Belt Corridor Sycamore School Road in Fort Worth to US 75 in Plano



North Central Texas  
Council of Governments

**Legend**

- |                            |                           |                    |
|----------------------------|---------------------------|--------------------|
| Potential Cotton Belt Line | DART Red Line             | Highways/Tollways  |
| Potential SW2NE Corridor   | TRE                       | County Limits      |
| DCTA A-train               | Potential Frisco Line     | City / Town Limits |
| DART Blue Line             | Potential McKinney Line   | Lakes              |
| DART Green Line            | Potential Waxahachie Line |                    |
| DART Orange Line           |                           |                    |



Key Map

**Cotton Belt Corridor — Conceptual Engineering and Funding Study**

# COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

## INTRODUCTION

### Purpose

The Transportation Element of the Comprehensive Plan guides the development of an integrated transportation system over time. It defines the existing and proposed transportation system and addresses long range local and regional expectations. The transportation network in Plano is a critical component of the city's development pattern. It influences the placement of land uses such as housing, employment, commercial, industrial and educational facilities. Plano's transportation system impacts quality of life issues such as air quality, accessibility and choice of transportation modes.

### Critical Issues

Critical issues facing Plano's transportation system are regional population growth, air quality, increased traffic on expressways, increased through traffic, and roadway capacity implications. The Dallas-Fort Worth Metroplex continues to grow in population and the North Central Texas Council of Governments projects the region will add another 3 million people by 2030. More people in the area contribute to larger numbers of automobiles using the regional roadway system. Increased traffic on regional expressways and local thoroughfares **leads to travel** delays due to congestion, produces more emissions and decreases the region's air quality.

Plano's internal roadway system is nearly complete and capacity improvements to regional roadways are quickly consumed by growth in outlying communities. Plano is not in a position to reduce congestion and increase roadway capacity by adding more lanes of pavement. Instead, the city must rely on approaches that reduce the level of vehicular travel on its roadways, particularly during peak hours. Mass transit, bicycle transportation, Transportation Demand Management (TDM), and other techniques will need to be promoted and utilized. Different land use concepts, such as mixed-use urban centers which combine employment, residences, and related services in pedestrian friendly environments, will be part of the long term solution for regional and local transportation issues.

## MAJOR THEMES

The Transportation Element describes the City of Plano in terms of three major themes: Livable City, City of Organized Development and City in Transition. This element includes a description of factors relating to each of the themes, objectives and strategies defining the city's overall approach to transportation challenges and opportunities along with steps for implementation. The thoroughfare plan map and bicycle transportation plan map reflect existing and proposed street and bicycle trail patterns and are separate documents preceding the Transportation element text.

The “Livable City” theme addresses issues that affect the city’s ability to remain an attractive place to live and work. The “City of Organized Development” theme defines the key components of Plano’s transportation system, their interrelationship, and the process for monitoring and enhancing their effectiveness. The “City in Transition” theme focuses on changing conditions and trends that may require changes in the way Plano addresses the provision of transportation services over time.

### **Theme I – Livable City**

The City of Plano is an excellent place to live, work and enjoy life. Efforts to improve air quality, mass transit, bicycle transportation and access to Plano and other parts of the Dallas-Fort Worth Metroplex contribute to a livable city. This section provides options to address air quality, local and regional accessibility, and the current status and future trends of these factors.

### **Theme II - City of Organized Development**

This section includes key transportation factors that have influenced the development of Plano over the past 40 years. The thoroughfare plan map displays the type, size, and placement of major roadways within the city. The relationship of land uses to various components of the thoroughfare system is defined under this theme. It also addresses efforts that make the thoroughfare system operate more safely and efficiently. This section stresses the significance of a multi-modal transportation system that facilitates mass transit, bicycle, and pedestrian use as well as automobiles.

### **Theme III - City in Transition**

Within 40 years, Plano has transitioned from an agricultural center to a bedroom suburb to an employment center and from a growing community to a city approaching full development. The city has also transitioned from an outer tier suburb on the edge of the metropolitan “commuter shed” to a first tier suburb near the center of daily home-to-work trips. A major portion of Plano’s peak hour traffic results from people commuting to the city for work or passing through Plano to other major employment destinations in the region. Plano’s increased population and employment coupled with growth of neighboring cities reinforces the importance of cooperative planning activities with other communities in the North Dallas region.

### **Key Factors**

Key factors have been identified for each of the major themes. The discussion of these factors in each section will further explain the major themes as well as provide a basis for the objectives and strategies outlined for each theme.

## THEME I - LIVABLE CITY

### Air Quality

Clean air is critical to one's health and quality of life. Air quality is becoming an increasingly important factor in the planning and development of local transportation systems. However, air quality concerns are typically driven by national efforts through federal legislation such as the Clean Air Act of 1990. This legislation established categories for the evaluation of total emission (pollution) levels for urbanized areas. "Non-attainment areas" are metropolitan regions throughout the United States that exceed those standards. The Dallas-Fort Worth Metroplex region is a non-attainment area - specifically classified as "serious" in 1998 - in regard to ozone by the Environmental Protection Agency (EPA). The Texas Commission on Environmental Quality's State Implementation Plan (SIP) for control of Ozone Air Pollution identified the major source of pollution in this area as emissions from motor vehicles. If this situation does not improve, the EPA could impose sanctions that would result in the loss of federal funding for major transportation projects.

This is a major regional issue that has been gaining more attention in the last few years as the Metroplex nears its air quality compliance deadline. Leaders from Plano and other cities have started to address air quality and transportation planning issues. A recent example of this effort is Plano joining other cities from across the Dallas region to address potential air pollution concerns resulting from proposed coal fueled electric generation plants. Plano should continue to work with other cities in the region to develop initiatives to improve air quality and retain federal funding needed to implement major transportation improvement projects, especially mass transit. Continued monitoring of legislation and enforcement policies will be necessary to understand measurement standards and mitigation actions. Plano should work to develop and maintain a multi-modal transportation system, including mass transit and bicycle transportation, to help improve the air quality of the Metroplex region.

The city has begun the process of replacing conventional gasoline engine vehicles in its fleet with energy-efficient hybrid vehicles. These vehicles have city logos and are visible throughout Plano. They demonstrate the city's efforts to improve air quality and reduce fuel consumption. Hybrid vehicles have proven to be a good investment for the city with high resale values and low maintenance and repair costs.

### Transportation Demand Management

Transportation Demand Management (TDM) was a formal requirement in the original Clean Air Act Amendment of 1990 (CAAA) for non-attainment regions like the Dallas-Fort Worth Metroplex. The enforcement schedule was later amended and TDM measures became voluntary rather than mandatory. TDM includes strategies to effectively manage travel demands in a region to reduce pollution. Such strategies as the use of transit, carpooling, staggered work hours, and telecommuting reduce vehicle emissions, especially during peak hours. TDM also

includes educational efforts to change the culture of single-passenger vehicle trips and inform employers and residents about different modes of transportation available in Plano.

The City of Plano should work with major employers to participate in TDM measures to reduce the number of cars using the roadway system and lead to improvement in air quality. The following are examples of ways to partner with the private sector with TDM initiatives.

- Offer incentives to local major employers to participate in Transportation Demand Management (TDM).
- Identify businesses that can function effectively on non-traditional work hours and encourage them to use flexible scheduling.
- Pursue DART subsidies for the purchase of vehicles for van pooling and establish a program to link prospective riders living and working in common geographic areas together. Provide incentives for persons to volunteer as van pool drivers.
- Provide media exposure and award programs for companies that participate in TDM measures.

### **Transit Oriented Development**

Transit Oriented Development (TOD) is defined as a dense mix of land use activities such as residential, office, retail and entertainment located near a transit facility station. The most common forms of transit serving a TOD are light rail, commuter rail, bus rapid transit or a subway. The transit station may also be a facility where all four forms interface with local bus service and private vehicles. Residential use is often located above office and retail uses in the same building. TOD represents an alternative to the typical suburban, automobile-oriented development pattern in the Metroplex.

The densities of TODs are important because they allow a variety of uses to occur at one location, resulting in more compact development. They also increase transit ridership as a point of origin and destination. Persons residing in TODs can easily walk from homes to board a train or bus. People from outside the area can travel via bus or train to the TOD to shop or work. The Eastside Village in downtown Plano is an excellent example of a TOD.

Parking requirements are lower in TODs because of availability of transit and other services within walking distance. Streets located within TODs or denser residential infill developments can have narrower widths and reduced building setbacks that tend to slow vehicles on the street and promote a pedestrian environment, similar to those standards typically found in the Business/Government zoning district regulations. More information along with objectives and strategies regarding transit-orientated development and urban centers are found in the Land Use Element of the Comprehensive Plan.

## **Regional Mobility**

Mobility is a key component of the transportation system of a community. Plano is located in the heart of the North Dallas region and is accessible to cultural and employment opportunities throughout the area. The City is also a major employment center for the region with significant commercial and office development located at Legacy in northwest Plano, along the Dallas North Tollway, President George Bush Turnpike, State Highway 121 and U.S. Highway 75. During non-peak periods, these roadways, along with mass transit services, provide transportation connections in less than an hour to most destinations around the Dallas-Fort Worth Metroplex. The city also has an extensive system of bicycle and walking trails that connect residential areas with recreational facilities. Work continues to coordinate trail connections from Plano to other cities in the Metroplex. These factors help make Plano a prime location for future business and residential development, contributing to the continued growth and prosperity of the city.

The availability of air transportation has contributed greatly to Plano's and the Metroplex region's growth as a major employment center. The region's location in the center of the country means that air travel times to major cities on the coasts is only two to three hours. Plano is served by two large commercial airports providing long distance domestic service, Dallas-Fort Worth International Airport (DFW) and Love Field. DFW also provides international flights. Corporate and private jet services are found at Addison Airport and Collin County Regional Airport in McKinney.

## **Objectives for Theme I - Livable City**

**Objective A.1** Promote regional efforts to improve air quality and address transportation issues in the Metroplex.

**Objective A.2** Enhance the ease of access that Plano now enjoys in the region.

**Objective A.3** Provide Plano residents with a variety of transportation options.

**Objective A.4** Facilitate involvement of major employers in programs to reduce traffic congestion and improve air quality.

## **Strategies for Theme I – Livable City**

**Strategy A.1** Monitor federal legislation regarding air quality through regional efforts with the North Central Texas Council of Governments.

**Strategy A.2** Work closely with federal, state, and regional agencies to provide for a range of transportation options to meet the changing needs of Plano residents.

**Strategy A.3** Continue to facilitate the development of Transit Oriented Developments (TODS) such as those recommended in the Urban Centers Study.

**Strategy A.4** Develop a public/private partnership with major employers to encourage participation in TDM programs.

**Strategy A.5** Offer incentives to major employers in the city to participate in TDM programs such as positive media exposure for working to mitigate traffic congestion and improve air quality in the region.

## **THEME II - CITY OF ORGANIZED DEVELOPMENT**

### **Expressway Corridors**

Plano is served by four expressways - U. S. Highway 75 (U.S. 75), State Highway 121 (S.H. 121), the Dallas North Tollway and the President George Bush Turnpike. All four expressways provide access from Plano to other cities within the Metroplex and the nation. The issues facing these corridors are future development, continued growth of cities to the north, increased traffic and roadway construction.

Though most of the U.S. 75 corridor has been developed with retail and office uses, the other three corridors still have land available for additional development opportunities. The President George Bush Turnpike comprises most of Plano's southern border and provides access to the Research Technology employment area in southeast Plano.

The Dallas North Tollway travels through the western section of Plano and provides access to the Shops at Willow Bend Mall, numerous office buildings and retail centers along with the corporate campuses found in the Legacy and Granite Park developments near S.H. 121. There has been a shift in development patterns along the Tollway corridor as well. More mixed-use projects such as the one approved at the Parker Road interchange are beginning to appear. The Legacy Town Center at the Legacy Drive interchange has experienced success and is expanding north towards S.H. 121.

S.H. 121 has the most undeveloped land adjacent to it. The highway has been expanded with the completion of three lane service roads in each direction. Interchanges at the Dallas North Tollway, Preston Road and Custer Road have been completed. Main lanes are under construction between the Tollway and Rasor Boulevard. The remainder of the main lanes will be constructed as a toll facility. One of the land use issues facing the S.H. 121 corridor is the demand for residential development. Plano has attempted to provide a 1,200 foot setback from the S. H. 121 centerline for residential development. There have been development pressures to reduce the setback distance in recent years.

### **Surface Street System**

The City of Plano has worked diligently over the past three decades to develop and maintain an extensive modern thoroughfare system. This system is characterized by a grid pattern of divided roadways interconnected with collector and local streets to provide access to commercial and residential properties throughout Plano. The Thoroughfare Plan map shows the general location and design standards of

roadways and serves as a guide to the Community Investment Program (CIP) in regard to street construction (see Plate 1, Thoroughfare Plan map). As a result, Plano has an easily navigable roadway system.

The surface street system has several roadway types such as expressways, major and secondary thoroughfares, commercial and residential streets. Table 1 on the following page contains a general description of each category and the type of thoroughfares represented. The design standards (lane widths, right-of-way requirements, number of lanes and a typical cross-section) are shown on the reverse side of Plate 1.

**TABLE 1  
ROADWAY CLASSIFICATION AND THOROUGHFARE TYPE**

<b>Roadway Classification</b>	<b>Thoroughfare Type</b>
<p><b>EXPRESSWAYS</b></p> <p>Intended to carry the highest proportion of traffic through the City at highest speeds and longest distances.</p>	<p>A, T</p> <p>Tollway, Turnpike, Freeway,</p>
<p><b>MAJOR THOROUGHFARES</b></p> <p>Intended to provide a balance of high through volume capacity and non-residential property access for the majority of trips with destinations inside the City.</p>	<p>B+, B, C</p> <p>Divided thoroughfares</p>
<p><b>SECONDARY THOROUGHFARES</b></p> <p>Intended to provide the opportunity for access and circulation of residential areas for a majority of trips with origins inside the City and to provide connections to major thoroughfares.</p>	<p>D, E+, E, F</p> <p>Includes divided and undivided thoroughfares and collector streets.</p>
<p><b>RESIDENTIAL STREETS</b></p> <p>Intended to provide direct access to all abutting residential land areas and connections to collector streets.</p>	<p>G, H</p> <p>Local streets</p>

Most of the roadway system in Plano is complete and has been constructed to the full width and design capacity. Some opportunities exist to add through lanes to meet design standards specified on the Thoroughfare Plan. Continued maintenance of the existing roadway system and keeping increased traffic flowing efficiently and safely through the city are challenges for the future as Plano transitions from building new streets to maximizing the roadway system already in place.

**Local Accessibility**

Access to Plano from the Metroplex and other areas is provided by expressways, surface street system and mass transit services. Cultural facilities, shopping areas, employment centers and residential neighborhoods are readily accessible via Plano's roadway system.

Accessibility is more than just an issue of efficiency and mobility; it can also affect health and safety. For this reason, all commercial and residential subdivisions in the City are required to have at least two points of access. This allows an additional route into and out of the subdivision for emergency vehicles when an entrance is blocked or unavailable.

Sometimes, accessibility can create problems for a neighborhood. Cut-through traffic and speeding are concerns for some neighborhoods in Plano. The increased traffic becomes a nuisance and the excess speed poses safety concerns. As traffic volumes increase, more drivers will seek alternative routes to avoid busy intersections and neighborhood streets could become more desirable routes for through traffic.

The Transportation Advisory Committee, through the Safe Streets Program, works with neighborhoods to develop solutions to mitigate these problems. The first phase of addressing cut-through traffic and excess speed through residential neighborhoods is education and law enforcement. Most times, this is effective; however, if these solutions do not improve the situation, then physical changes to streets are made to slow down motorists and discourage "cut-through" traffic. Any proposals to modify streets must consider the impact on emergency vehicle access and response times before implementation.

### **Intersection Improvements**

Many years ago, the City of Plano designated certain intersections as candidates for grade-separated interchanges on the Thoroughfare Plan map. The perceived benefit was that these facilities would improve traffic flow at major intersections as Plano and surrounding communities continued to grow. However, recent studies indicated that building grade-separated interchanges is not as cost-effective as at-grade improvements. In 2004, grade-separated overpasses were removed from the Thoroughfare Plan map with the exception of interchanges involved with regional expressways.

The intersection of Legacy Drive and Preston Road should be closely monitored over time as it is in close proximity to the S.H. 121 corridor and the corporate campuses within Legacy. Additional development in these two areas could have a significant impact on the operation of this intersection. Therefore, future traffic conditions may require re-evaluation to determine if a grade-separated interchange would be necessary, but only after all at-grade improvement options have been fully evaluated.

Most of the right-of-way has already been acquired to accommodate previously proposed grade-separated interchanges. Grade-separations are unlikely in the foreseeable future. However, it is difficult to account for various conditions that could change over time. The rights-of-way at these locations should be preserved and additional rights-of-way acquired, when necessary, to accommodate future traffic flow improvements at these locations. Loss of the rights-of-way could preclude the ability of future decision makers to fully address changing conditions. Some at-grade improvements could require extensive rights-of-way to operate safely and efficiently.

Exceptions to retaining rights-of-way should be considered for the intersections of Spring Creek Parkway and Jupiter Road, Spring Creek Parkway and Preston Road and at Plano Parkway and Coit Road. While originally planned and built as a Type A limited access service facility that could accommodate future capacity improvements, such as grade separations, the design standards for Spring Creek Parkway have been revised to provide uniform limited access without grade separations. Enhanced intersection improvements can be provided at the intersection of Spring Creek Parkway and Jupiter Road within the existing 160 foot right-of-way. The proximity of the railroad crossing on Coit Road south of Plano Parkway and the "jug-handle" ramp design will make major improvements at this location infeasible.

The Transportation Engineering Division has completed evaluation of a "Median Left-Turn" design for three intersections. The intersections are located at Spring Creek Parkway and Coit Road, Plano Parkway and Preston Road and Legacy Drive at Preston Road. The "Median Left-Turn" design is an innovative approach to reduce stacking of vehicles making left turns and to improve overall flow at major intersections. The "Median Left-Turn" design will require the additional right-of-way originally reserved for grade separations. Final designs are underway with construction planned for 2008.

### **High Accident Location/High Accident Road Segment**

The High Accident Location/High Accident Road Segment (HAL/HARS) program is used by the City of Plano's Transportation Division to identify and develop solutions for roadway locations with a high number of vehicle collisions. The program also considers citizen complaints, maintenance and staff suggestions. This information is used to compare traffic safety and traffic flow characteristics of high accident locations. High accident locations that can be improved with low cost and quick solutions are addressed immediately. Locations that need more extensive, higher cost improvements are reviewed for consideration of placement on the Community Investment Program (CIP). The HAL/HARS program also produces the annual traffic safety report on the effectiveness of roadway modifications and other traffic safety programs and practices.

### **Traffic Signal System**

The City of Plano operates over 200 traffic signals using a wireless communications system. The system coordinates traffic signals to minimize stopping, which reduces fuel usage, and vehicle exhaust emissions. Timing of traffic signals at intersections has improved and enhanced coordination of traffic movement on Plano's thoroughfare system. This is an example of a local initiative that contributes to improvement in air quality of the Metroplex region.

There are a large number of signalized intersections and a need to balance through traffic movement with access to and from neighborhoods and business centers. Due to these factors, signalization will not overcome traffic congestion. It is a valuable tool that supports the operation of Plano's surface roadway system, but it cannot overcome conditions resulting from traffic volumes that exceed capacities.

**Regional Transit System**

Mass transit is a key factor in the provision of alternative transportation opportunities for Plano residents. Mass transit service in the form of buses and light rail is provided through the City's membership in the Dallas Area Rapid Transit (DART). Both services connect the City with major destination points and other transit systems in the Metroplex region.

Table 2 provides a description of scheduled DART Capital Improvement Projects from the 2030 Service Plan approved in October of 2006 that could impact Plano in the near future:

**TABLE 2  
PLANNED DART CAPITAL IMPROVEMENTS  
ASSOCIATED WITH PLANO**

CAPITAL IMPROVEMENTS	NOTES	STATUS
High-Occupancy Vehicle Lane (HOV) along U.S. 75	LBJ Freeway to Bethany Road	Under Construction
North Cross-Town Corridor (Former Cottonbelt RR ROW)	Would connect Plano with DFW International Airport	Adopted in 2030 DART plan
Patron Parking Structure	Parker Road Station	Under Study

Source: Dallas Area Rapid Transit

The City of Plano has been able to maximize its membership benefits in DART through various efforts, and ridership has grown significantly. The average daily ridership on DART facilities serving Plano has increased by almost 100% from 2,800 in 2000 to 5,565 in 2006 since the arrival of light rail in 2002. Current bus service includes a route from downtown Plano along the K Avenue corridor to the Collin Creek Mall and businesses along U. S. 75. Other bus routes in Plano connect with Collin College's Spring Creek campus and the East Plano area with the Plano Parkway, 15th Street and Parker Road corridors. The bus route then travels up Preston Road and serves the Legacy area. Another route presently serves the Dallas North Tollway corridor up to Parker Road and the Shops at Willow Bend Mall from the Medical Center of Plano at the Coit Road and 15th Street intersection. DART also has an on-call service for people with physical disabilities that make it difficult to use bus or light rail facilities. People can call and schedule appointments for transportation services. Advance arrangements are necessary.

There are gaps in the transit system, particularly with east-west service. More attention should be focused on feeder routes to the light rail stations. The challenge in extending service further west in Plano is ridership. DART has recently determined that there is little demand for bus service west of Coit Road and north of Parker Road. DART periodically evaluates all routes and eliminates those with the low ridership.

The City of Plano also has another on-call transit service through a contract with Collin County Area Regional Transit (CCART). CCART provides curb to curb transportation services for people age 60 years and older. This service is called Senior Trans. There are two vehicles that provide service five days a week and three days a week respectively. People contact CCART and arrange for the transportation they need. This service is funded through the Parks and Recreation Department and is affiliated with the Collin County Committee on Aging. Under a separate grant, CCART also provides transportation for seniors to meals provided by the Collin County Committee on Aging during lunch time at the Plano Senior Center. An interdepartmental study of transportation and other services for Plano's growing senior population is currently underway and may provide other options that can be implemented in the future.

### **Bicycle Transportation System**

The bicycle is considered a component of the multi-modal transportation system found within the City of Plano. As the City matures and neighboring communities continue to develop at a rapid pace, vehicular transportation within Plano will become more difficult. The bicycle could be a limited alternative transportation option for trips to employment centers, transit stations, shopping centers, educational institutions and cultural facilities. Recreational bicycle use is also very important. A quality recreational bicycle trail system is a major contributor to the overall quality of life of a community.

The City of Plano has an extensive bicycle transportation plan in place as indicated in the Bicycle Transportation Plan map (see Plate 2). The Bicycle Transportation

Plan map shows the location and type of system available in Plano through a network of on-street routes and off-street trails. The system is divided into four categories: the Regional Veloweb (a regional network of the bicycle trails in the Metroplex), Major Routes, Secondary Routes, and Recreational Trails.

The Six Cities Trail Plan was adopted in October of 2001, and included the cities of Allen, Frisco, Garland, McKinney, Plano, and Richardson. This plan includes interconnecting bicycle transportation plans for these six cities. The Six Cities Trail Plan would utilize the alignment along the Rowlett Creek corridor, the Bluebonnet Trail, and Preston Ridge Trail to create a multi-city trail plan.

Continuing improvements and expansion of the bicycle trail system will be necessary. Access across barriers such as U.S. 75 and major thoroughfares is a concern for bicyclists in Plano. The City of Plano hired a consultant to study safe crossings of major thoroughfares in 2005. Recommendations from the study for collector street crossings were included in the 2005 bond election. Additional funding for implementation of the study recommendations for major thoroughfare crossing improvements will require a future bond election. The Engineering Department received grants to improve the crossing at 15th Street and U.S. 75 interchange and to build a bicycle/pedestrian bridge over U.S. 75 at Park Boulevard. More details about bicycle transportation in Plano can be found in Policy Statement 1.0 - Bicycle Transportation.

### **Objectives for Theme II - City of Organized Development**

**Objective B.1** Provide a local roadway system with safe and efficient cross-town and neighborhood circulation and access, in accordance with the Thoroughfare Plan.

**Objective B.2** Enhance the efficiency of intersections to cope with increased traffic demand on the roadway system.

**Objective B.3** Provide for the full operation of Plano's thoroughfare system through the completion of remaining capacity improvements.

**Objective B.4** Promote the provision of a fiscally responsible, diversified transit system which addresses local and regional needs, and maximizes the benefits derived by Plano.

**Objective B.5** Promote safe and accessible recreational and destination-oriented bicycle use.

### **Strategies for Theme II - City of Organized Development**

**Strategy B.1** Review and update the Transportation Element, including the Thoroughfare Plan map every three years.

**Strategy B.2** Allow for amendments to the Thoroughfare Plan map between updates only when essential to the development of land and when supported by a study of local and system wide impacts of the proposed change.

**Strategy B.3** Conduct an annual review of existing transportation facilities, particularly major intersections, and their performance and safety records to improve traffic capacity and safety.

**Strategies B.4** Where possible, acquire rights-of-way for additional turn lanes at major intersections.

**Strategy B.5** Through the development review process and Community Investment Program (CIP), provide safe, reliable street access for daily use, and for emergencies to all developed properties.

**Strategy B.6** Complete missing links of the thoroughfare system and develop roadways in accordance with design standards as indicated on the Thoroughfare Plan map and Thoroughfare Plan standards ordinance.

**Strategy B.7** Maintain a close working relationship with DART and monitor its development of plans and programs to ensure Plano's transportation needs are properly understood and addressed.

**Strategy B.8** Develop and maintain a system of bicycle routes and recreational trails for destination and recreational use that lead to cultural attractions and employment areas, mass transit facilities and residential neighborhoods.

### **THEME III - CITY IN TRANSITION**

#### **Increased Traffic Volumes**

As is the case in most cities, Plano's biggest travel demand is by automobile. This demand has grown with the city as it has matured. A measurement of the growth of automobile travel in Plano is the average traffic count of selected major thoroughfares. Roadways were selected that traveled through the most populated areas of the city. Table 3 on the following page provides average traffic counts from all sections of the selected roadways from 2000 and 2006.

**TABLE 3  
AVERAGE WEEKDAY TRAFFIC COUNT OF SELECTED MAJOR  
THOROUGHFARES**

Roadway	2000 Average	2006 Average	Change
Coit Road	34,312	37,967	10.7%
Custer Road	21,685	25,171	16.1%
K Avenue	21,541	20,365	-5.5%
Legacy Drive	32,094	32,774	2.1%
Park Boulevard	21,754	24,827	14.1%
Parker Road	28,325	26,863	-5.2%
Preston Road	42,605	44,445	4.3%
Spring Creek Parkway	24,177	25,783	6.6%

Source: City of Plano Transportation Division

The data in Table 3 indicate that six of the eight roadways increased the average weekday traffic counts from 2000 to 2006. The greatest increases were for Coit Road, Custer Road, and Park Boulevard. The Cities of Allen, Frisco, and McKinney have experienced tremendous growth since the 2000 Census. The North Central Texas Council of Governments estimates that Allen's population has increased by 76 percent as compared with 173 percent for Frisco and 106 percent for McKinney. The highest growth areas of the three cities are located along the Coit Road and Custer Road corridors. Park Boulevard provides east-west access into Plano. The roadway begins near Murphy and Wylie. These cities have grown by 302 and 134 percent respectively. Continued population growth in Plano's neighboring cities will contribute to increased traffic on Plano's thoroughfares as more people travel through the city for employment opportunities.

K Avenue and Parker Road have experienced decreases in average weekday traffic counts. The loss of traffic may be attributed to reduced capacity along K Avenue and the construction for additional lanes for Parker Road. Drivers are seeking alternative routes to avoid traffic congestion and construction delays. Traffic congestion is a problem on K Avenue at the Legacy Drive, Parker Road, and Park Boulevard intersections. Most of the intersections will receive major lane modifications to mitigate congestion.

Improvements to Parker Road east of Plano have been completed; however, work is still underway on adding lanes from K Avenue to east of P Avenue. Reconfiguration of the interchange at Parker Road and U. S. 75 will begin during spring or summer of 2008 and will last about two years. When these projects are completed, traffic volume should return and probably exceed counts from previous years.

### **High Congestion Areas**

Several areas of the City are experiencing relatively high levels of traffic congestion. The five highest congestion locations are the Legacy area; the S. H. 121 corridor, the Dallas North Tollway corridor, and the U. S. 75 interchange locations at Parker Road and Spring Creek Parkway.

Heavy traffic concentration in the Legacy area results from the corporate employment centers situated along Legacy Drive. Both Legacy Drive and Spring Creek Parkway serve regional traffic needs by providing connections between Preston Road and S. H. 121. At the present time, Frito-Lay, Inc., Cadbury Schweppes, Electronic Data Systems Corporation, the J. C. Penney Co., Inc., Countrywide Financial Corporation, Ericsson, Inc., and other companies employ approximately 37,000 persons in Legacy. Traffic congestion in the area occurs primarily during weekday morning and evening peak hour periods. However, the entertainment and retail businesses in the Legacy Town Center attract quite a few people on the weekend as well. Much more development of land is possible in Legacy, yet the vast majority of the thoroughfare system serving it is in place. Therefore, continued monitoring of traffic volumes in the area and the introduction of TDM measures and mass transit services will be essential to maintaining its significance as a major destination and employment center.

S.H. 121 passes through one of the highest growth areas in the Metroplex. Development still continues in northern Plano and the Legacy area as well as in Allen, Frisco, and McKinney. Traffic count data shows a 7.2 percent increase in automobiles using the highway between 2000 and 2004, the last year data was available from the Texas Department of Transportation (TxDOT). The construction of the service roads and interchanges at the Dallas North Tollway, Preston Road, and Custer Road has improved traffic flow along the S.H. 121 corridor. The Regional Transportation Council has awarded the North Texas Tollway Authority (NTTA) the bid to construct and operate the main lanes of S.H. 121 as a tolled facility.

Continued office and retail development along with residential growth in cities such as Celina, Frisco, and Prosper along the Dallas North Tollway corridor has increased congestion during peak weekday travel periods. Backups are now beginning to occur at the Parker Road Toll Plaza. This situation may worsen with the recent extension of the Tollway from S.H. 121 to U.S. 380.

In response to the congestion trends along U.S. 75, the city sponsored a corridor improvement study for all ramps except Legacy Drive within Plano and the Parker Road interchange. TxDOT is using the study recommendations to improve the ramp placement along the U.S. 75 corridor and reconfigure the interchange at Parker Road. Both TxDOT and DART are building High Occupancy Vehicle lanes from Interstate 635 in Dallas to Bethany Road in Allen. The purpose of the lanes is to provide optimum travel conditions for vehicles with two or more persons, hybrid vehicles, and motorcycles and to encourage more people to ride share instead of traveling alone in their cars.

Use of the President George Bush Turnpike has grown immensely since the roadway opened in 1998. The North Central Texas Council of Governments (NCTCOG) reported traffic count volumes at over 120,000 vehicles per day in 2004 at the Coit Road Toll Plaza. This figure is almost twice than the 63,000 vehicles per day projected by the North Texas Tollway Authority (NTTA) for the same year before the turnpike opened. Much development has occurred along the expressway corridor at Coit Road and in the Research/Technology Crossroads (RT) near Jupiter, Renner and Shiloh Roads. There is still a considerable amount of land available for development along the corridor and its utilization will increase traffic to even higher levels on the turnpike.

**Commuting Patterns**

In 2006, the U.S. Census Bureau released detailed information regarding commuting patterns between cities. Tables 4 and 5 list the top ten cities where Plano workers commute for employment and where people live who travel into Plano for their jobs. Plano's commute pattern has mostly been north to south for the past several decades. Table 4 shows this trend continues with Dallas and Richardson as the leading destination cities for Plano workers. While the southbound commuting pattern remains significant, other trends have emerged. Plano workers are also traveling east and west to employment opportunities in Irving, Farmers Branch, Addison, Carrollton, and Garland. For the second consecutive census, data indicates that more Plano residents are commuting to jobs within the city than traveling south to Dallas.

The growth of the Legacy area and development along the Dallas North Tollway, President George Bush Turnpike, and U. S. 75 corridors during the 1990s and early 2000s have created employment centers in Plano that attract people who live within the city and in neighboring communities. Statistics from U.S. Census Bureau indicate over 62,000 people are coming into Plano to work each day while almost 71,000 residents leave daily for jobs located outside the City.

**TABLE 4  
TOP 10 COMMUTING DESTINATIONS FOR PLANO RESIDENTS  
TRIP ORIGIN – PLANO**

Work Trip Destination	Number	Percent
Plano	45,390	39.1%
Dallas	31,650	27.3%
Richardson	12,205	10.5%
Irving	3,570	3.1%
Farmers Branch	3,405	2.9%
Addison	3,035	2.6%
Carrollton	3,025	2.6%
McKinney	2,425	2.1%
Garland	2,110	1.8%
Allen	1,715	1.5%

Source: 2000 U. S. Census

Table 5 reveals some interesting trends. Almost 24,000 people are reversing the commuting patterns and traveling north from Dallas and Richardson to jobs in Plano. These reverse travel movements help mitigate peak hour patterns that typically result in greater southbound congestion in the morning and increased northbound traffic in the evening. Over 13,000 people commute to Plano from cities to the north such as Allen, Frisco and McKinney. The data from the U.S. Census Bureau indicates that many people make east-west commutes from neighboring cities as well. Over 12,000 people were coming to jobs in Plano from Carrollton, Garland, Lewisville, and Wylie. These emerging commuting patterns are expected to continue and must be considered in transportation planning efforts.

**TABLE 5  
TOP 10 PLACES OF ORIGIN FOR PLANO WORKERS  
TRIP ORIGIN – OTHER CITIES**

Place of Origin	Number	Percent
Plano	45,390	42.2%
Dallas	17,890	16.6%
Garland	6,100	5.7%
Allen	4,825	4.5%
Richardson	4,750	4.4%
McKinney	4,570	4.2%
Frisco	3,980	3.7%
Carrollton	3,075	2.9%
Wylie	1,545	1.4%
Lewisville	1,365	1.3%

Source: 2000 U. S. Census

**Future Outlook for Transportation**

It is no surprise that statistics on traffic volumes, commuting patterns and employment trends continue to document increased automobile traffic on Plano streets. With most of the thoroughfare system in place and no land available for expansion of the existing street system, the roadway service levels will continue to deteriorate and congestion at major intersections will increase. In response, other modes of transportation will need to be utilized more effectively. In particular, ridership on the mass transit system (particularly buses) must increase. Limited bus ridership has led to service changes and cutbacks in Plano. Light rail has proven to be a popular option for mass transit among Plano residents, but it is more expensive to construct due to acquisition of rights-of-way and the provision of new infrastructure. Buses use existing roadways and can be more easily allocated to meet the needs of the service area. Plano should work with DART and other regional transit agencies to ensure coordination between bus routes, light rail transit origins and destinations, and major employment centers. The system should be easy to use, timely, and routed to desired destinations.

Plano is part of the Dallas-Fort Worth region where over 6.5 million people live. The North Central Texas Council of Governments (NCTCOG) is in the process of developing its Mobility 2035 Plan, a document which will identify transportation projects needed to accommodate an additional 4 million people expected to live in the region. The plan utilizes a multimodal approach to the region's transportation system through addressing expansion and improvement projects to the roadway system, mass transit and bicycle transportation.

One mode of mass transportation is commuter rail and light rail provided by DART, Denton County Transit Authority, and the Fort Worth Transit Authority (the "T"). NCTCOG's Regional Rail Corridor Study includes over 250 miles of new rail service for the region within the Central, Northeast, and Southwest corridors (see attached map).

A rail project which will serve Plano is the North-Cross Town Corridor, also known as the Cotton Belt. The railway line will extend 52 miles from Wylie to Fort Worth and travels through the southeast section of Plano along the 14th Street and Plano Parkway corridors. DART's section of the Cotton Belt commuter rail line would connect Plano with the Dallas-Fort Worth International Airport and interface with DART's Green, Orange, and Red rail lines. There would be connections with two Northeast Corridor routes including the proposed Burlington Northern Santa Fe (BNSF) commuter rail line with service to Frisco and Irving, and the Denton County Transit Authority's commuter rail line from Denton to Carrollton. Finally, service to downtown Fort Worth would be provided on the western half of the Cotton Belt by the Fort Worth Transit Authority from Dallas-Fort Worth International Airport.

The City of Plano has designated two locations for future stations along the Cotton Belt railway in Plano. The first station would be located at the existing crossing of the Cotton Belt and the DART Red line at 12th Street and offers the most economical opportunity to create a joint station serving passenger transfers. The 12th Street station is a good location for connecting bus and shuttle service to surrounding employment centers and residential areas, provides access to affordable housing, and would further stimulate transit-oriented development near downtown Plano. The second station would be located in southeast Plano, at Shiloh Road and would serve an employment center with over 16,000 jobs within a two mile radius. The Shiloh Road station will also be convenient for rail riders from Garland, Murphy, Richardson, and Wylie as well.

The Northwest Transit Center, which will be located south of Tennyson Drive at the Dallas North Tollway, is also part of DART's 2030 service plan. Construction on the project will begin in 2011 and will serve the Legacy area and western areas of the city with bus service. Bus Rapid Transit (BRT) could be another good option for DART to consider using in Plano. BRT operations provide service with limited stops between multiple destination points. It could use a separate lane in its own right-of-way or existing roadways. BRT service in Plano could be operated from Legacy Town Center to the Northwest Transit Station and continue on to the Parker Road Transit Station.

~~Another issue with DART is the extension of services into other cities such as Allen, Frisco and McKinney. These three cities are not currently members of DART. The BNSF Railroad right of way along the west side of Plano is under consideration by the NCTCOG in its Regional Rail Corridor Study and Mobility 2025 update for commuter rail service. The study is considering the technical aspects of eight rail corridors around the Metroplex as well as the legislative and financial solutions required for potential regional rail service in the future.~~

~~If Allen and McKinney were to join DART, light rail or commuter rail could be extended from its present terminus at Parker Road up the Union Pacific railroad right of way owned by DART. If this happens, the City of Plano should work with DART to determine the feasibility of a station at Spring Creek Parkway. The land area required for a station should be preserved. The possibility of a grade separation of the light rail line with Parker Road should also be considered.~~

~~DART's 2030 service plan eliminates the Northwest Transit Center from the DART 2030 plan. This station would have been located near the Legacy area at Tennyson Parkway and the Dallas North Tollway on property already owned by DART. Because of the continued employment, retail, and residential growth in Legacy and the increased use of traffic arteries serving Legacy, mass transit is needed in this area. This change comes at a time when more attention needs to be focused on bus service. The City will need to work closely with DART and major employers in Legacy to ensure that the station becomes part of the service plan again.~~

### **Transportation Improvement Projects**

Many issues face Plano in regards to the provision of a variety transportation service options. In light of limited financial resources and availability of land required for capacity improvements, it will be important that the City get the most from its investment on projects to improve transportation. An option to consider would be the development of criteria to prioritize transportation improvement projects. Here are some examples to consider:

- Ability to mitigate traffic impacts for the least amount of cost.
- Ability to improve the utilization of existing transportation facilities.
- Relationship to other City issues such as changing demographics, growing reverse commute, and new employment centers.
- Regional as well as local significance such as potential to improve air quality.
- Fostering public/private partnerships to solve common problems including those using private investment in long term transportation solutions. Examples include encouraging large employers to participate in TDM programs and private development of major transportation infrastructure improvements.
- Fostering coordination between efficient land use and transportation system investments.

The criteria listed above could help guide decisions for funding and implementing transportation improvement projects.

### **Traffic Impact Analysis**

Plano has used Traffic Impact Analysis (TIAs) studies for many years to determine the impact of new development on the local roadway system. TIA studies typically show that new development generates more traffic and decreases level of service at intersections of major thoroughfares. Since there are very few options to improve capacity to accommodate increased traffic, the value of TIAs is questionable. A negative TIA finding does not provide the legal means to deny or delay development that conforms to zoning and subdivision regulations unless there are capacity enhancement options available. Using it as a development review tool tends to complicate rather than improve the review process, because the results often cannot be translated into specific actions. A consultant study on the use of TIAs for the City of Plano recommends that the City abandon TIAs in favor of a circulation plan for large development projects.

### **Regional Mobility**

Plano's transportation system is strongly tied to the regional network of roadways, rail, and transit services within the Metroplex. The expenditure of federal, state and local funds for regional transportation improvements is guided by the "Regional Transportation Plan for North Central Texas" (currently called Mobility 2030) sponsored by NCTCOG. The current plan is required to justify federal funding for various roadways.

The Regional Transportation Plan is a long-term, comprehensive program that stresses participation of local governments, transit authorities and TxDOT. The plan addresses mitigation of transportation problems along freeways and regional arterial roadways. In addition to roadway improvements, the plan addresses bus and rail transit service as well as high occupancy vehicle (HOV) systems for carpools and buses. Plano's transportation system must be consistent with that provided throughout the Metroplex in order to move traffic as efficiently as possible. Inconsistencies in the transportation system could result in untimely delays and worsening of air quality due to increased exhaust emissions from idling vehicles. The City of Plano participates fully in reviews and updates of the Regional Transportation Plan to ensure the document's consistency with the City's Thoroughfare Plan.

Plano is nearing full development, but neighboring cities continue to grow rapidly. To ensure regional mobility, it is important that the transportation system within Plano interconnects with those in neighboring cities. This is accomplished through coordination with officials from surrounding cities and comparing land use and transportation plans. Plans for roadway improvements and development projects that could impact traffic on streets should be shared and evaluated.

### **Emerging Technologies - Intelligent Transportation Systems (ITS)**

Intelligent Transportation Systems (ITS) is a nationwide effort to link new communication, information, and mapping technologies to improve transportation mobility and efficiency. The U. S. Department of Transportation (USDOT) and the Intelligent Transportation Society of America (ITS AMERICA) are working with many organizations and companies at national and international levels to make ITS a reality. The City of Plano is currently participating with DART on an Integrated Corridor Management Project on U.S. 75. This project calls for coordination of transportation groups to keep traffic moving along the U.S. 75 corridor by sharing information with local governments, transportation service agencies, major employers, roadway and transit users.

The city and the region should continue to identify and incorporate ITS elements into transportation operations. ITS represents another way to better utilize the transportation capacity that is already in place.

### **Objectives for Theme III - City in Transition**

**Objective C.1** Coordinate with neighboring cities and regional transportation agencies on critical land use and transportation issues.

**Objective C.2** Ensure that Plano's transportation system is consistent with that of the Metroplex region through review of regional and local plans.

**Objective C.3** Employ innovative programs to reduce traffic congestion on regional expressways and the City's street system.

**Objective C.4** Ensure quality mass transit services and interconnectivity with both local and regional destinations.

**Objective C.5** Minimize the impact of new development and redevelopment on the operation of Plano's thoroughfare system.

### **Strategies Theme III – City in Transition**

**Strategy C.1** Coordinate with neighboring communities to explore regional transportation approaches that would improve traffic flow within and between jurisdictions.

**Strategy C.2** Participate in the development and implementation of NCTCOG's Regional Transportation Plan and other regional coordination programs.

**Strategy C.3** Work with DART to identify and implement new bus transit alternatives in Plano. In particular, explore the provision of bus rapid transit between Legacy and the Parker Road station.

**Strategy C.4** Support DART's efforts to improve east-west transit service, including a connection to DFW International Airport, through the development of funding options and designation of the proposed station locations along the Cotton Belt corridor at 12th Street and at Shiloh Road within Plano.

**Strategy C.5** Work with DART and other transportation service agencies to develop plans and programs to provide transportation services for the disabled and seniors.

**Strategy C.6** Encourage expansion of DART services to new member cities using equitable funding policies.

**Strategy C.7** Develop criteria to prioritize transportation improvement projects and programs that will receive funding from Plano's Community Investment Program (CIP).

**Strategy C.8** Require developers to submit site circulation plans for major development projects to improve on-site circulation and vehicle access to and from the property.

## **2011 THOROUGHFARE PLAN MAP AMENDMENTS**

The Thoroughfare Plan map displays the future plans for Plano's transportation system. Several changes are proposed for the 2011 update.

### **1. 12th Street DART Station**

Place a DART facility symbol at the junction of the DART Red rail line and the St. Louis and Southwestern Railroad (Cotton Belt) identifying the 12th Street station.

### **2. Shiloh Road DART Station**

Place a DART facility symbol just west of Shiloh Road at the intersection with the St. Louis and Southwestern Railroad (Cotton Belt).

**EXHIBIT II-1**

**CORRIDOR LOCATION MAP**

**Northeast:**

- E-3: Dallas Area Rapid Transit: Plano/Allen/Fairview/McKinney
- E-4: Burlington Northern Santa Fe: Carrollton/The Colony/Frisco

**Southeast:**

- E-5: Burlington Northern Santa Fe: Duncanville/Cedar Hill/Midlothian
- E-6: Burlington Northern Santa Fe: Dallas/Lancaster/Red Oak/Waxahachie

**Central:**

- E-1: Trinity Railway Express: Dallas County line/Downtown Dallas
- W-3: Trinity Railway Express: Fort Worth/Tarrant County Line
- W-1: Union Pacific Mainline: Fort Worth/Dallas  
(includes Dorothy Spur)

- W-4: Burlington Northern Santa Fe:  
Fort Worth/Burleson/Joshua/Cleburne

- W-2: Fort Worth & Western/Cotton Belt:  
Southwest Fort Worth/Tarrant  
County Line

- E-2: Union Pacific: Carrollton/Denton

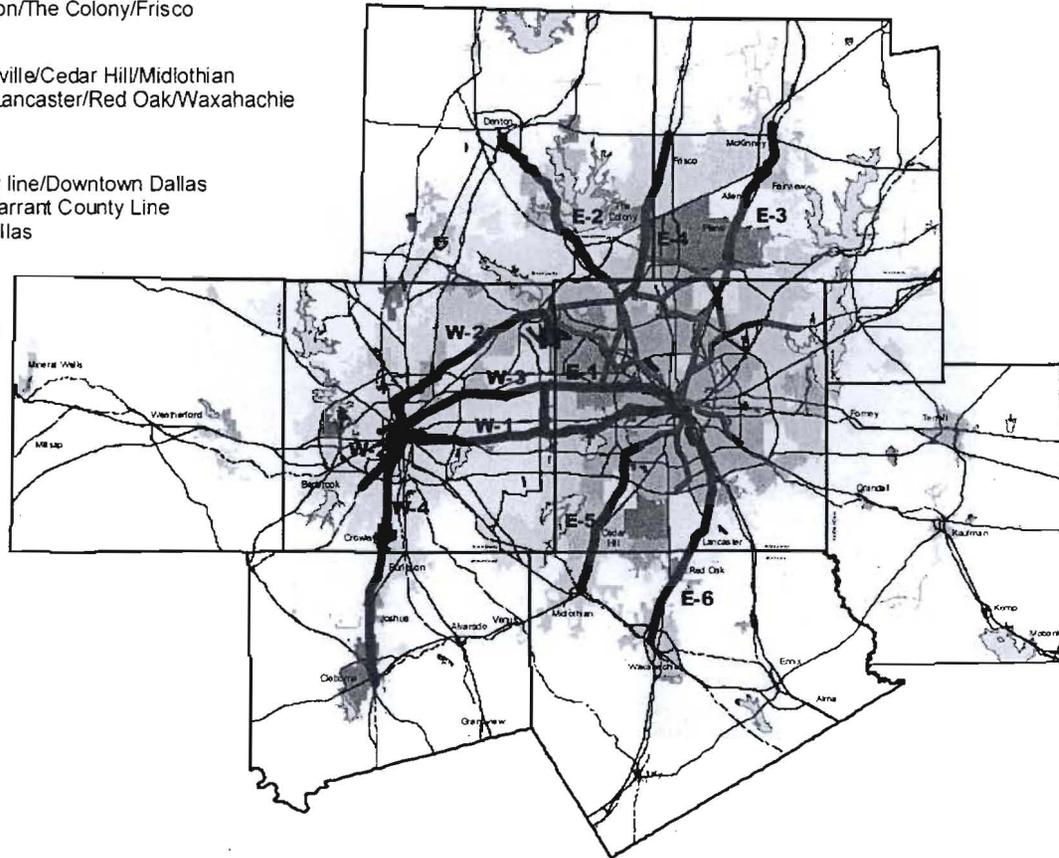
**Legend**

-  Rail Corridors Under Study
-  Existing Rail Corridors
-  Roadway

E = East/URS Corporation  
W = West/Carter-Burgess, Inc.



North Central Texas Council  
of Governments (NCTCOG)  
Transportation



CITY OF PLANO  
PLANNING & ZONING COMMISSION

March 7, 2011

**Agenda Item No. 12**

**Discussion & Direction:** Goals for New Housing and Commercial Space near the  
Proposed DART Rail Station at 12th Street and K Avenue

**Applicant:** City of Plano

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**DESCRIPTION:**

Discussion and direction regarding goals for new housing and commercial space near the proposed DART Rail Station at 12th Street and K Avenue.

**REMARKS:**

At the February 14, 2011 City Council meeting, staff presented several recommendations concerning additional planning activities related to the potential for 2 new rail stations in Plano on the Cotton Belt rail line. The 2 proposed station locations would be at 12th Street near K Avenue, and near the intersection of Shiloh Road and the rail line in the Research/Technology Center district.

The Council directed staff to move forward with several initiatives, including the amendments to the Comprehensive Plan which are also being considered by the Planning & Zoning Commission on this agenda. 1 of the proposed activities is to determine general goals for new housing and commercial uses within proximity to the 12th Street Station during the next 10-15 years. Staff had recommended to Council 800-1,000 new housing units and 100,000 square feet of commercial space. However, before deciding on specific numbers, the City Council asked that the Commission also provide further guidance regarding this topic.

**ISSUES:**

Transit Oriented Development

Transit oriented development near train stations maximizes the benefits of the city's access to rail service and increases rail ridership. It is a tool to provide new housing and development and to encourage redevelopment and revitalization, with improvements to property values and area neighborhoods and businesses. Transit oriented development has proved to be a useful strategy for downtown Plano to

revitalize as an urban activity center and to provide wider variety of living arrangements in the city. A new rail station at 12th Street will build on the success of downtown Plano and expand the area's potential for revitalization.

To be successful, a transit oriented development requires a certain minimum level of mass, density, activity, and a variety of land uses. Only 1 new multifamily development or 1 new retail store is not sufficient to create the synergy needed for uses to support and complement each other. Additional residential units are needed to help support area businesses and services. Setting goals for a specific number of new housing units and new commercial space for the 12th Street Station will help to address these requirements, and also provides a framework for the city in making decisions on zoning, infrastructure investments, public/private partnerships, and incentive programs.

### Goals for New Residential Development

For the 12th Street Station area, staff's recommendations of 800-1,000 new residential units is based on several factors, including the amount of vacant and underutilized land within 1/4 mile of the rail station location and our experience with the urban multifamily developments in downtown Plano. Approximately 106 acres of land, both developed and undeveloped, lie within a 1/4 mile distance from the proposed station location (this figure does not include land within the Douglass neighborhood). Staff has identified 18 acres of properties that might ultimately be available for new residential development or redevelopment in close proximity to the station. Using a density of 60 units per acre, approximately 1,000 new units could be built. It is likely that the 12th Street Station area may develop at lower densities than has occurred in Downtown Plano, where densities for multifamily development are in the 80-100 units per acre range. The city's goals should not focus exclusively on multifamily development; a variety of housing types should be encouraged, including infill single-family homes in the adjacent neighborhoods as well as townhouses and condominiums.

### Goals for New Commercial Development

The 12th Street Station area has the potential to attract more new commercial space than Downtown Plano, since it lies in a busy commercial corridor with high traffic counts on both K Avenue and Municipal Drive. There are also larger tracts of land in the station area that would be appropriate for new commercial development. Staff's recommendation of 100,000 square feet reflects the opportunities for a wider diversity of commercial service uses in this area, in addition to the retail, restaurant, and office uses that have located in downtown Plano. To provide a number for comparison, the office/restaurant development presently under construction at the corner of 14th Street and J Avenue will contain 32,000 square feet of new commercial space in a 4-story building on 0.33 acre.

## Comparison to Downtown Plano

The city determined specific goals for development within proximity to the Downtown Plano Station as part of the Downtown Plano Transit Village Plan in 1998. The plan recommended 1,000 new housing units and 50,000 square feet of new commercial space within a 1/4 mile radius of the Downtown Plano rail platform. To date, 45,000 square feet of new commercial space has been added in the 2 Eastside Village developments, with an additional 15,000 square feet planned for the Southern Land project at 15th Street and L Avenue. The number of residential units either built or planned in the downtown Plano area since 1998 is approaching 950 units.

### **RECOMMENDATIONS:**

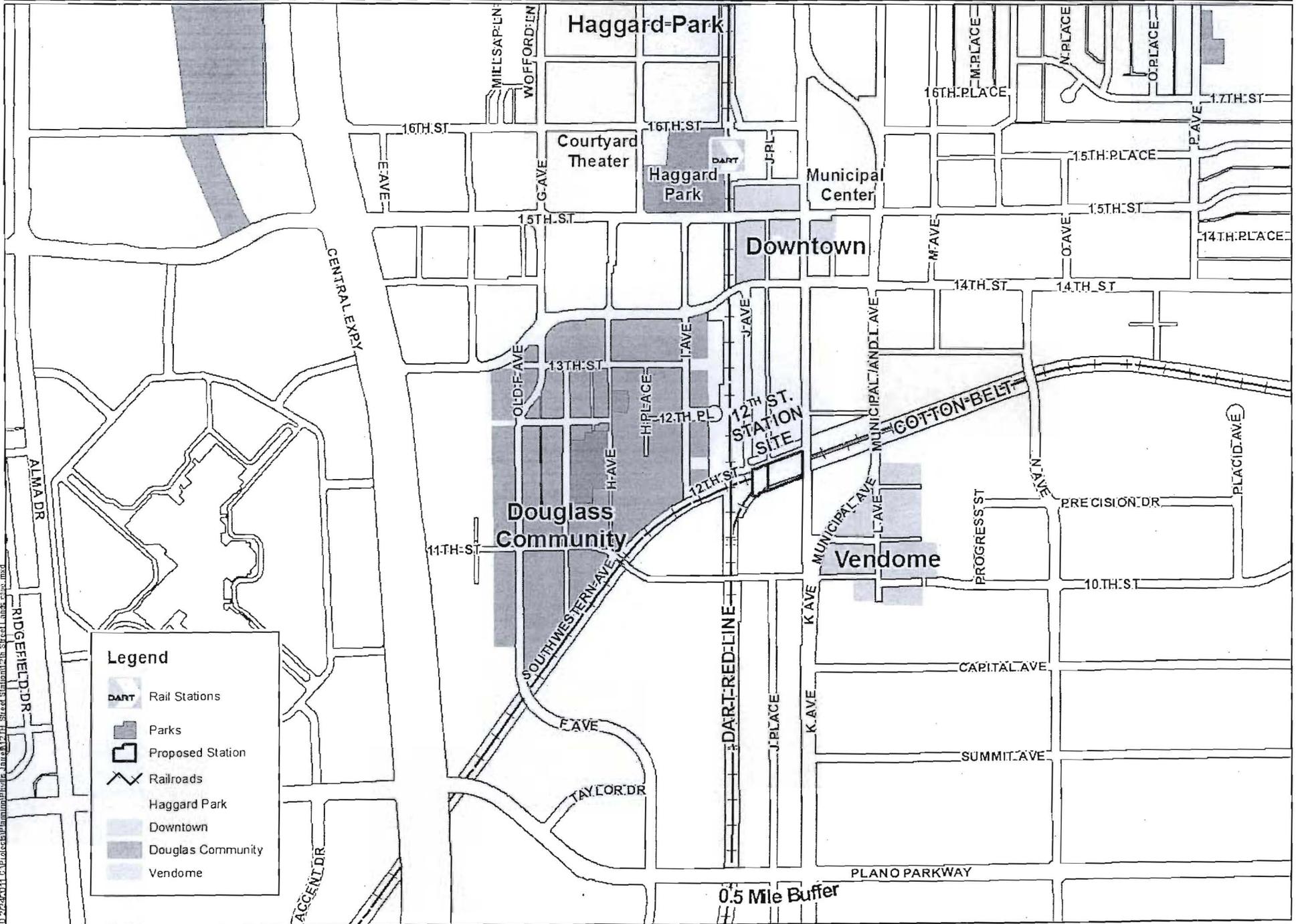
Staff seeks the Commission's direction and recommendations on goals for new residential units and commercial space in the 12th Street Station area.



# Proposed 12<sup>TH</sup> Street Station

## Areas of Interest

Date: July 2010  
Source: City of Plano, GIS Division



### Legend

-  Rail Stations
-  Parks
-  Proposed Station
-  Railroads
-  Haggard Park
-  Downtown
-  Douglas Community
-  Vendome

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