

**PLANNING & ZONING COMMISSION
 PLANO MUNICIPAL CENTER
 1520 K AVENUE
 November 15, 2010**

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 & 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 November 1, 2010, Planning & Zoning Commission meeting</p> <p>4 General Discussion: The Planning & Zoning Commission will hear comments of public interest. Time restraints may be directed by the Chair of the Planning & Zoning Commission. Specific factual information, explanation of current policy, or clarification of Planning & 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><u>CONSENT AGENDA</u></p> <p>5a BM Conveyance Plat: Acres of Sunshine Addition, Block A, Lots 2 & 3 - Two conveyance lots on 13.7± acres located on the east side of Communications Parkway, 650± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Neighborhood #26. Applicant: Acres of Sunshine</p> <p>5b BM Revised Concept Plan: The Canal on Preston Addition, Block A, Lots 7, 10, 11, & 12 - General offices, retail, and medical offices on four lots on 4.5± acres located at the southeast corner of McDermott Road and Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1. Applicant: ANS Ventures, LLC & Perfect Builders</p>	

<p>5c BM</p>	<p>Revised Preliminary Plat: The Canal on Preston Addition, Block A, Lot 11 - Retail and general office on one lot on 1.3± acres located on the south side of McDermott Road, 189± feet east of Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1. Applicant: Perfect Builders</p>	
<p>5d BM</p>	<p>Revised Site Plan: The Canal on Preston Addition, Block A, Lot 11 - Retail and general office on one lot on 1.3± acres located on the south side of McDermott Road, 189± feet east of Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1. Applicant: Perfect Builders</p>	
<p>5e BM</p>	<p>Revised Conveyance Plat: The Canal on Preston Addition, Block A, Lots 7R, 10R, 11R, & 12R - Four conveyance lots on 4.5± acres located at the southeast corner of McDermott Road and Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1. Applicant: ANS Ventures, LLC & Perfect Builders</p>	
<p>5f BM</p>	<p>Revised Preliminary Plat: Trails of Glenwood, Phase 2 - 89 Single-Family Residence-6 lots and 122 Single-Family Residence-7 lots on 52.0± acres located at the southeast corner of Bright Star Way and Flicker Lane. Zoned Single-Family Residence-6 and Single-Family Residence-7. Neighborhood #24. Applicant: TOG Development I and II, LLC</p>	
<p>5g KP</p>	<p>Final Plat: Northpointe Assembly of God, Block A, Lot 1 - Day care center on one lot on 3.0± acres located on the south side on McDermott Road, 800± feet east of Independence Parkway. Zoned Single-Family Residence-7 with Specific Use Permit #602 for Day Care Center. Neighborhood #6. Applicant: BIZCORP Consulting</p>	
<p>5h KP</p>	<p>Final Plat: Pizza Hut Addition, Block 1, Lot 1 - General office and parking garage on one lot on 20.5± acres located on the east side of Corporate Drive, 250± feet north of Tennyson Parkway. Zoned Commercial Employment. Neighborhood #15. Applicant: Pizza Hut of America</p>	
<p>5i EH</p>	<p>Revised Site Plan: Fellowship Bible Church - North Addition, Block A, Lot 1 - Religious facility on one lot on 27.7± acres located at the northeast corner of Legacy Drive and Chase Oaks Boulevard. Zoned Planned Development-277-Retail/General Office. Neighborhood #13. Applicant: Fellowship Bible Church</p>	
<p>5j EH</p>	<p>Preliminary Plat: Legacy Town Center (North), Block C, Lot 2 - General offices on one lot on 7.3± acres located at the northwest corner of Bishop Road and Legacy Circle. Zoned Planned Development-65-Central Business-1/Dallas North Tollway Overlay District. Neighborhood #8. Applicant: KDC</p>	

<p>5k EH</p>	<p>Revised Site Plan: Park Boulevard Estates West School Site No. 2, Block A, Lot 1R - Public secondary school on one lot on 89.4± acres located at the southwest corner of Parkhaven Drive and Westside Drive. Zoned Single-Family Residence-9. Neighborhood #45. Applicant: Plano Independent School District</p>
<p>5I EH</p>	<p>Revised Site Plan: Park West Plaza Phase II, Block A, Lot 3R - Grocery and retail on one lot on 4.3± acres located generally at the northeast corner of Park Boulevard and Coit Road. Zoned Retail with Specific Use Permit #183 for Arcade. Neighborhood #44. Applicant: ALDI, Inc.</p>
<p>5m EH</p>	<p>Preliminary Site Plan & Revised Concept Plan: Turnpike Commons Addition, Block 3, Lots 1 & 2 - Convenience store with gas pumps, retail and restaurant on two lots on 15.7± acres located at the northwest corner of Renner Road and Shiloh Road. Zoned Planned Development-207-Retail/190 Tollway/Plano Parkway Overlay District. Neighborhood #68. Applicant: Turnpike Commons of Plano, LLC</p>
<p>5n EH</p>	<p>Conveyance Plat: Turnpike Commons Addition, Block 3, Lots 1 & 2 - Two conveyance lots on 15.7± acres located at the northwest corner of Renner Road and Shiloh Road. Zoned Planned Development-207-Retail/190 Tollway/Plano Parkway Overlay District. Neighborhood #68. Applicant: Turnpike Commons of Plano, LLC</p>
<p><u>END OF CONSENT AGENDA</u></p>	
<p><u>PUBLIC HEARINGS</u></p>	
<p>6 TF</p>	<p>Public Hearing: Zoning Case 2010-16 - Request to amend 3.1400 (Traffic Impact Analysis) of Article 3 (Supplementary Regulations) and related sections of the Zoning Ordinance pertaining to traffic impact analysis. Tabled 09/20/10, 10/18/10 and 11/01/10. Applicant: City of Plano</p>
<p>7A BM</p>	<p>Public Hearing: Zoning Case 2010-19 - Request for a Specific Use Permit for Electrical Substation on 6.3± acres located on the east side of Communications Parkway, 1,100± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Applicant: Acres of Sunshine</p>
<p>7B BM</p>	<p>Preliminary Site Plan & Concept Plan: Acres of Sunshine, Block A, Lots 2 & 3 - Electrical substation and general offices on two lots on 13.6± acres located on the east side of Communications Parkway, 879± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Neighborhood #26. Applicant: Acres of Sunshine</p>
<p><u>END OF PUBLIC HEARINGS</u></p>	

<p>8 SS</p>	<p>Discussion & Direction: Undeveloped Land Study - Discussion and direction regarding the Land Use element, Economic Development element, and Rezoning to Meet Demand policy recommendations from the Comprehensive Plan for the use of remaining undeveloped land in Plano. Applicant: City of Plano</p>
<p>9 KP</p>	<p>Discussion & Direction: Research/Technology Center District - Request for discussion and direction regarding proposed changes to the Research/Technology Center zoning district including: appropriate boundaries for the district, consideration of uses and zoning regulations for properties remaining within the district, and consideration of uses and zoning regulations for any properties being considered for removal from the district. Tabled 11/01/10. Applicant: City of Plano</p>
<p>10 TF</p>	<p>Request to Call Public Hearing - Request to call a public hearing to amend the medical office parking requirements within the Zoning Ordinance. Applicant: Baldwin and Associates</p>
<p>11 TF</p>	<p>Nomination of 1st and 2nd Vice Chairs - Nomination of the 1st and 2nd Vice Chairs. Applicant: City of Plano</p>
<p>12</p>	<p>Items for Future Discussion - The Planning & Zoning Commission may identify issues or topics that they wish to schedule for discussion at a future meeting.</p>
<p>Council Liaisons: Council Members Harry LaRosiliere and André Davidson</p>	
<p style="text-align: center;">ACCESSIBILITY STATEMENT</p>	
<p>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.</p>	

**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

November 15, 2010

Agenda Item No. 5a

Conveyance Plat: Acres of Sunshine Addition, Block A, Lots 2 & 3

Applicant: Acres of Sunshine

Two conveyance lots on 13.7± acres located on the east side of Communications Parkway, 650± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Neighborhood #26.

The purpose of the conveyance plat is to create two lots and dedicate easements necessary for future development.

Recommended for approval as submitted.

Agenda Item No. 5b

Revised Concept Plan: The Canal on Preston Addition,
Block A, Lots 7, 10, 11, & 12

Applicant: ANS Ventures, LLC & Perfect Builders

General offices, retail, and medical offices on four lots on 4.5± acres located at the southeast corner of McDermott Road and Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

The purpose for the revised concept plan is to show the proposed retail and office buildings and revised fire lane, access, and utility easement.

Recommended for approval as submitted.

Agenda Item No. 5c
Revised Preliminary Plat: The Canal on Preston Addition, Block A, Lot 11
Applicant: Perfect Builders

Retail and general office on one lot on 1.3± acres located on the south side of McDermott Road, 189± feet east of Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

The purpose for the revised preliminary plat is to revise easements necessary for development.

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

Agenda Item No. 5d
Revised Site Plan: The Canal on Preston Addition, Block A, Lot 11
Applicant: Perfect Builders

Retail and general office on one lot on 1.3± acres located on the south side of McDermott Road, 189± feet east of Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

The purpose for the revised site plan is to show the proposed retail and office buildings and revised fire lane, access, and utility easement.

Recommended for approval as submitted.

Agenda Item No. 5e
Revised Conveyance Plat: The Canal on Preston Addition,
Block A, Lots 7R, 10R, 11R, & 12R
Applicant: ANS Ventures, LLC & Perfect Builders

Four conveyance lots on 4.5± acres located at the southeast corner of McDermott Road and Angels Drive. Zoned Planned Development-20-Mixed Use. Neighborhood #1.

The purpose of the revised conveyance plat is to abandon and dedicate easements.

Recommended for approval as submitted.

Agenda Item No. 5f
Revised Preliminary Plat: Trails of Glenwood, Phase 2
Applicant: TOG Development I and II, LLC

89 Single-Family Residence-6 lots and 122 Single-Family Residence-7 lots on 52.0± acres located at the southeast corner of Bright Star Way and Flicker Lane. Zoned Single-Family Residence-6 and Single-Family Residence-7. Neighborhood #24.

The purpose for the revised preliminary plat is to show the revised phasing of the project.

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

Agenda Item No. 5g
Final Plat: Northpointe Assembly of God, Block A, Lot 1
Applicant: BIZCORP Consulting

Day care center on one lot on 3.0± acres located on the south side on McDermott Road, 800± feet east of Independence Parkway. Zoned Single-Family Residence-7 with Specific Use Permit #602 for Day Care Center. Neighborhood #6.

The purpose of the final plat is to dedicate easements necessary for completing the development of the property as a day care center.

Recommended for approval as submitted.

Agenda Item No. 5h
Final Plat: Pizza Hut Addition, Block 1, Lot 1
Applicant: Pizza Hut of America

General office and parking garage on one lot on 20.5± acres located on the east side of Corporate Drive, 250± feet north of Tennyson Parkway. Zoned Commercial Employment. Neighborhood #15.

The purpose of the final plat is to dedicate easements necessary for completing the development of the property as an office building with parking garage and surface parking.

Recommended for approval as submitted.

Agenda Item No. 5i
Revised Site Plan: Fellowship Bible Church - North Addition, Block A, Lot 1
Applicant: Fellowship Bible Church

Religious facility on one lot on 27.7± acres located at the northeast corner of Legacy Drive and Chase Oaks Boulevard. Zoned Planned Development-277-Retail/General Office. Neighborhood #13.

The purpose for this revised site plan is to propose a 13,000 square foot building.

Recommended for approval subject to Fire Department approval of a variance to the 150-foot hose-lay requirement.

Agenda Item No. 5j
Preliminary Plat: Legacy Town Center (North), Block C, Lot 2
Applicant: KDC

General offices on one lot on 7.3± acres located at the northwest corner of Bishop Road and Legacy Circle. Zoned Planned Development-65-Central Business-1/Dallas North Tollway Overlay District. Neighborhood #8.

The purpose for this preliminary plat is to propose easements necessary for the development of the property as a general office building and parking garage.

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

Agenda Item No. 5k
Revised Site Plan: Park Boulevard Estates West School Site No. 2, Block A, Lot 1R
Applicant: Plano Independent School District

Public secondary school on one lot on 89.4± acres located at the southwest corner of Parkhaven Drive and Westside Drive. Zoned Single-Family Residence-9. Neighborhood #45.

The purpose for this revised site plan is to propose a 8,000 square foot building addition.

Recommended for approval as submitted.

Agenda Item No. 5l
Revised Site Plan: Park West Plaza Phase II, Block A, Lot 3R
Applicant: ALDI, Inc.

Grocery and retail on one lot on 4.3± acres located generally at the northeast corner of Park Boulevard and Coit Road. Zoned Retail with Specific Use Permit #183 for Arcade. Neighborhood #44.

The purpose for this revised site plan is to add 18 parking spaces and a truck dock.

Recommended for approval as submitted.

Agenda Item No. 5m
Preliminary Site Plan & Revised Concept Plan: Turnpike Commons Addition,
Block 3, Lots 1 & 2
Applicant: Turnpike Commons of Plano, LLC

Convenience store with gas pumps, retail and restaurant on two lots on 15.7± acres located at the northwest corner of Renner Road and Shiloh Road. Zoned Planned Development-207-Retail/190 Tollway/Plano Parkway Overlay District. Neighborhood #68.

The purpose for the preliminary site plan is to propose a convenience store with gas pumps.

The purpose for the revised concept plan is to show a future retail and restaurant development.

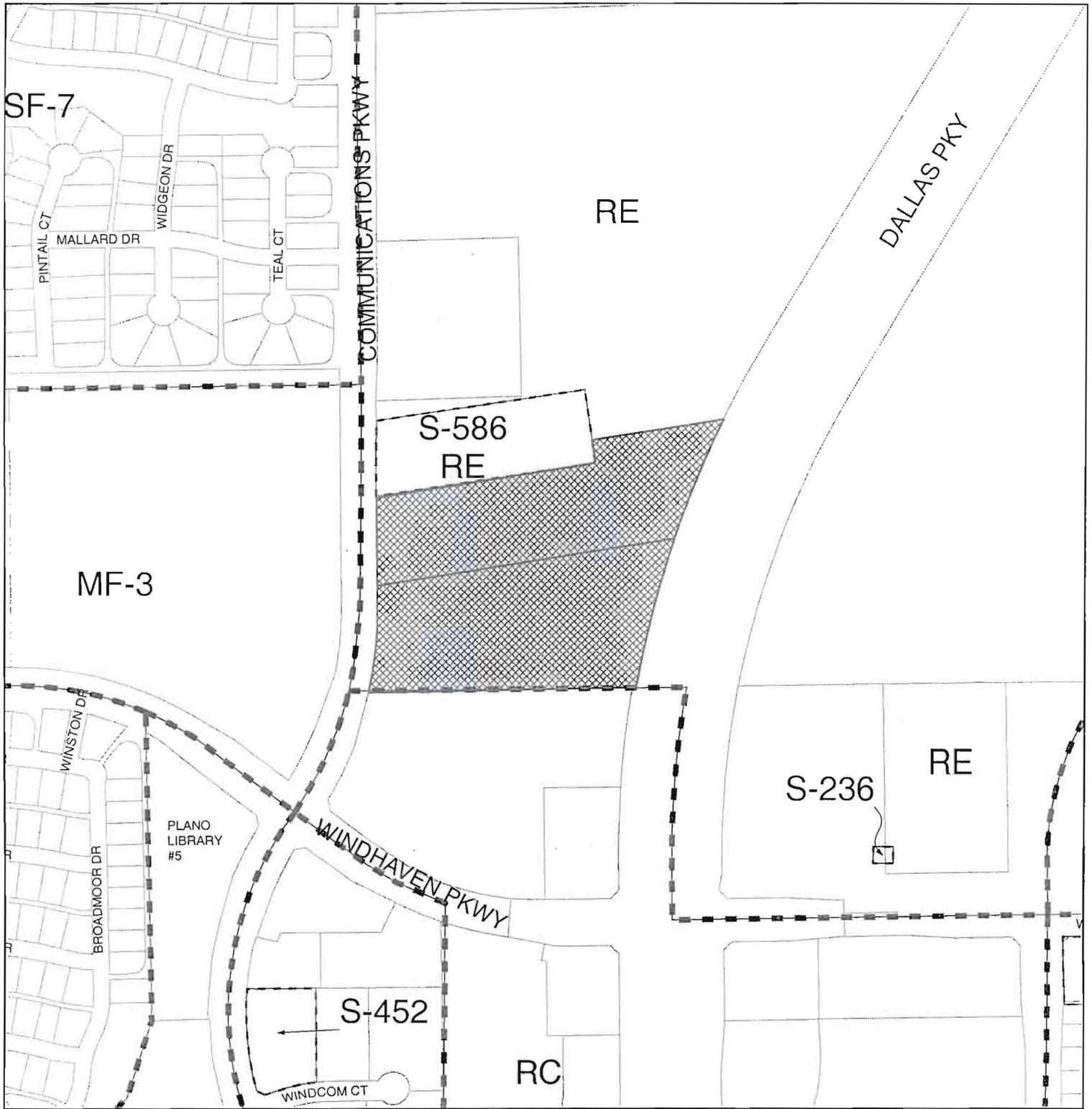
Recommended for approval as submitted.

Agenda Item No. 5n
Conveyance Plat: Turnpike Commons Addition, Block 3, Lots 1 & 2
Applicant: Turnpike Commons of Plano, LLC

Two conveyance lots on 15.7± acres located at the northwest corner of Renner Road and Shiloh Road. Zoned Planned Development-207-Retail/190 Tollway/Plano Parkway Overlay District. Neighborhood #68.

The purpose for the conveyance plat is to subdivide the property into two lots and dedicate easements necessary for future development.

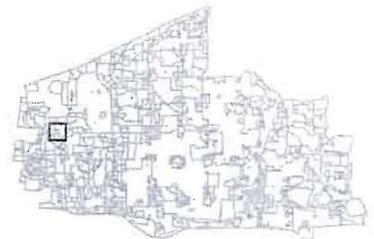
Recommended for approval as submitted.



Item Submitted: CONVEYANCE PLAT

Title: ACRES OF SUNSHINE ADDITION
BLOCK A, LOTS 2 & 3

Zoning: REGIONAL EMPLOYMENT/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT



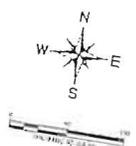
○ 200' Notification Buffer



LEGEND
 SH - HIGHWAY RIGHT OF WAY
 HWY - HIGHWAY WITH SURF FOUND
 ELEV - ELEVATION WITH HIGH WATER
 ELEV - ELEVATION
 3RD - 3RD CLASS
 DUC - DRAINAGE
 M.C. - MOUNTAIN COUNTY
 M.C. - MOUNTAIN COUNTY
 M.C. - MOUNTAIN COUNTY
 M.C. - MOUNTAIN COUNTY

- NOTES:**
- All corners are 50' iron pins and with a plastic cap stamped "M.C." unless otherwise noted.
 - A survey made prior to a record of property approved by the City of Plano, Texas, for the purpose of sale or occupancy may be used for purposes of this plat. No building permit shall be issued for any building or structure until the plat is recorded. The plat is subject to the provisions of the provisions of the City of Plano, Texas.
 - Survey is portion of the survey by James and Murch as a portion of the survey and sale and is subject to the provisions of the City of Plano, Texas.
 - Beings listed upon the City of Plano Control Records, Abstract 523 and 524 on 1/18/1911. The beings are 13.882 acres, which are further divided.
 - The dimension lines shown on this plat showing the boundaries are shown to separate the portions of the land to be conveyed to the City of Plano, Texas and are not to be construed as a warranty of the accuracy of the survey.

LINE	LENGTH	BEARING
1	12.12	S 89° 15' 00" W
2	12.12	S 89° 15' 00" W
3	12.12	S 89° 15' 00" W
4	12.12	S 89° 15' 00" W
5	12.12	S 89° 15' 00" W
6	12.12	S 89° 15' 00" W



**CONVEYANCE PLAT
 ACRES OF SUNSHINE ADDITION
 BLOCK A, LOTS 2 & 3
 BEING 13.882 ACRES SITUATED IN
 HENRY B. MILLER SURVEY ABSTRACT NO. 514
 CITY OF PLANO, COLLIN COUNTY, TEXAS**

APPLICANT:
 SUNSHINE ADDITION PARTNERSHIP, P.C.
 2770 Park Center
 Suite 1000
 Dallas, Texas 75201
 Est. No. (972) 775-1500
 Fax No. (972) 219-3620
 Contact: Sarah Henderson

OWNER:
 Acres of Burrowing Ltd
 800 Center Parkway East
 Suite 100
 Plano, Texas 75014
 Est. No. (972) 421-6110
 Fax No. (972) 422-4714
 Contact: Owen Haggard

SURVEYOR:

 Kinney-Horn and Associates, Inc.
 2770 Park Center Drive, Suite 1000
 Dallas, Texas 75201
 Est. No. (972) 775-1500
 Fax No. (972) 219-3620

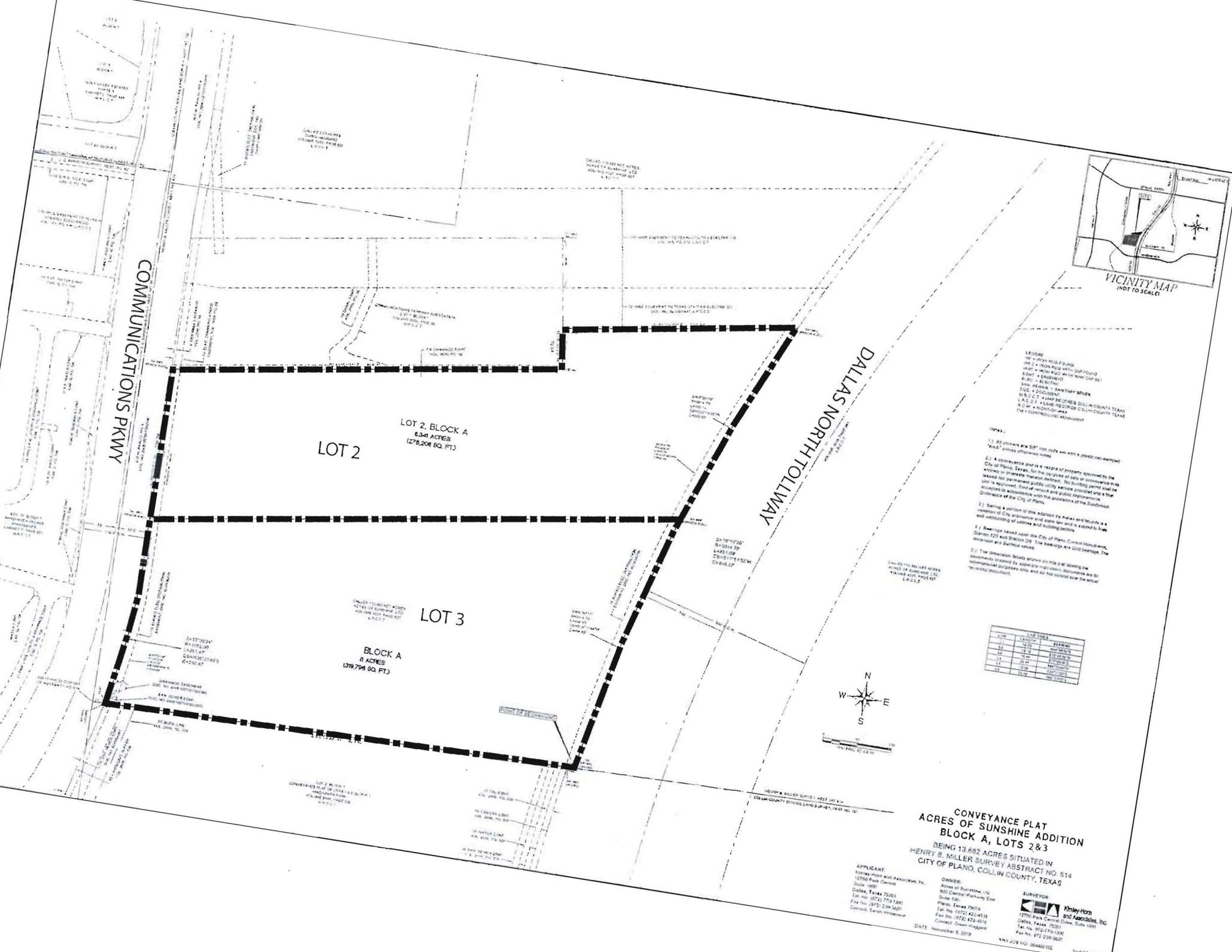
DATE: November 8, 2019
 PLAN JOB NO. 004682102
 SHEET 1 OF 2

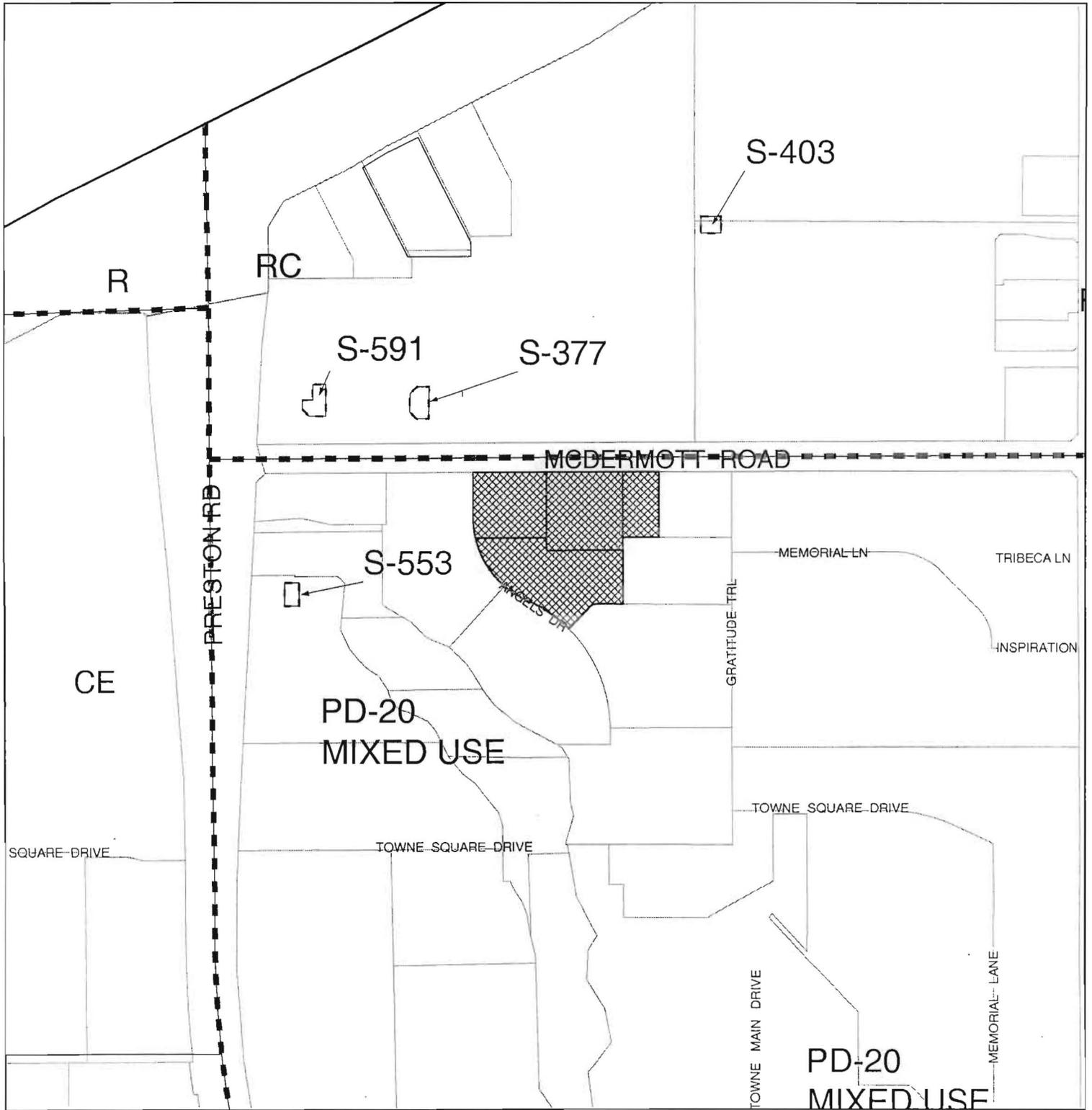
COMMUNICATIONS PKWY

DALLAS NORTH TOLLWAY

LOT 2, BLOCK A
 6.341 ACRES
 (275,208 SQ. FT.)

LOT 3
 BLOCK A
 8 ACRES
 (379,796 SQ. FT.)

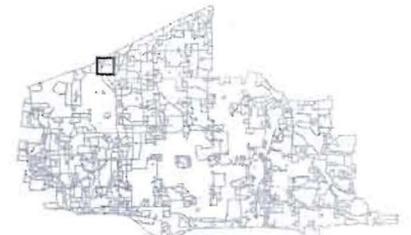




Item Submitted: REVISED CONCEPT PLAN

Title: THE CANAL ON PRESTON ADDITION
BLOCK A, LOTS 7, 10, 11, & 12

Zoning: PLANNED DEVELOPMENT-20-MIXED USE



○ 200' Notification Buffer

SITE PLAN GENERAL NOTES

1. Buildings 6,000 square feet or greater shall be 100% fire sprinkled.
2. Fire lanes shall be designed and constructed per city standards.
3. Handicapped parking areas shall be designed and provided per city standards and shall comply with requirements of the current, adopted International Building Code.
4. Four-foot wide sidewalks shall be provided 2.5 feet off of the property line within the right-of-way, unless a sidewalk easement is provided for a meandering sidewalk or an alternate design is approved by the city. Barrier-free ramps, per city standards, shall be provided on sidewalks at all cross crossings.
5. Mechanical units, dumpsters, and trash compactors shall be screened in accordance with the Zoning Ordinance.
6. All slope contingent upon approval by Building Inspection Department.
7. Approval of the site plan is not final until engineering plans are approved.
8. Open storage, where permitted, shall be screened in accordance with the Zoning Ordinance.
9. Building facades within lake development shall be compatible, as provided in the Retail/Corner Design Ordinance.
10. Outdoor lighting shall comply with Illumination standards within Section 8-486 of the Code of Ordinances.
11. Please contact the Building Inspection Department to determine the type of construction and occupancy group.
12. All electrical transmission, distribution, and service lines must be underground where required.
13. Uses shall conform in operation, location, and construction to the following performance standards in Section 3-1300 of the Zoning Ordinance: noise, smoke and particulate matter, odorous matter, fire or explosive material, toxic and noxious matter, vibration, and/or other performance standards.

PHASE ONE

LOT 11
BLOCK A
1,250 ACRES
(54,450 SF)
13,220 SF
RETAIL/OFFICE
87 PKG. RECD
89 PKG. PROV.

PHASE TWO

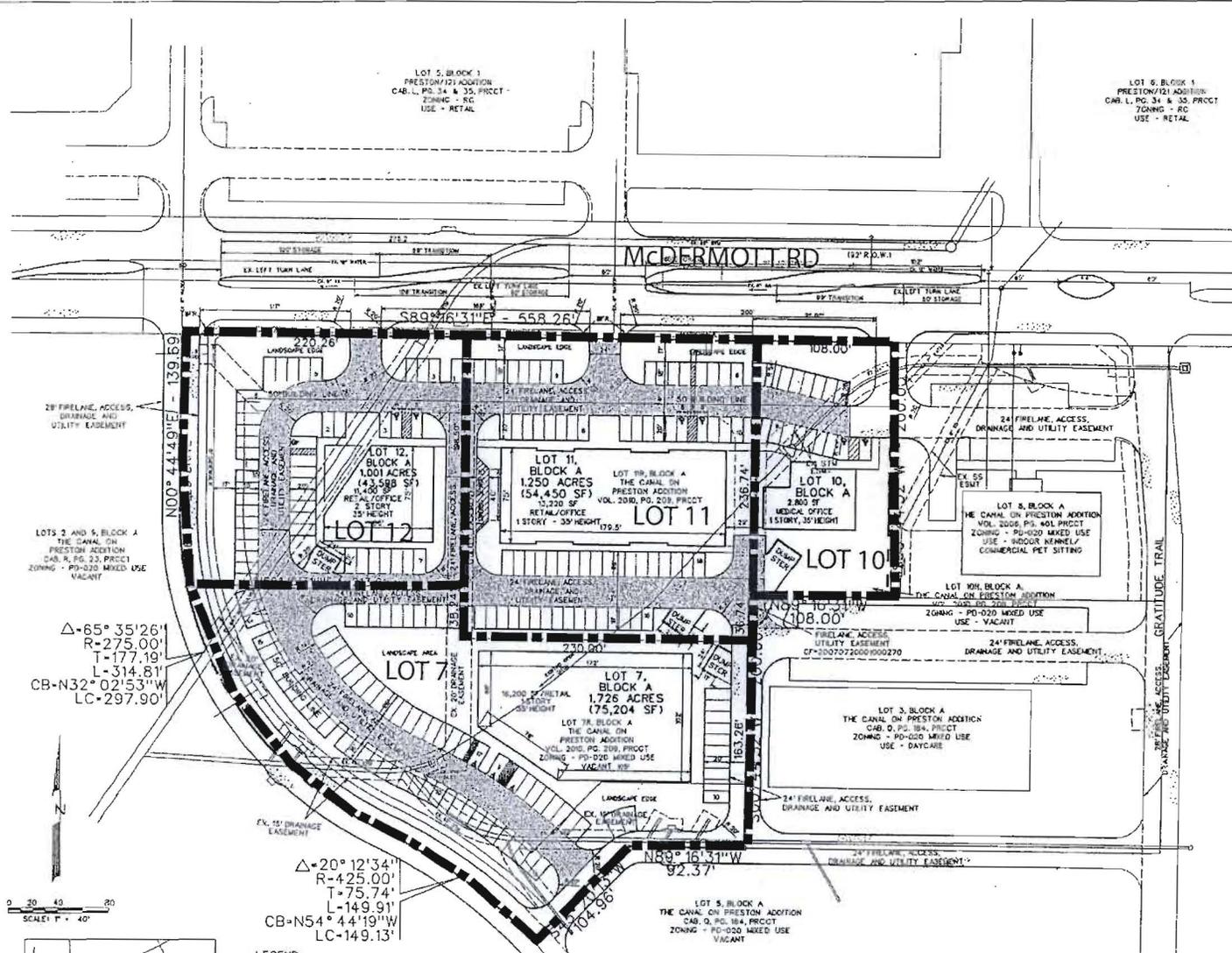
LOT 12,
BLOCK A
1,001 ACRES
(43,588 SF)
11,400 SF
4,200 SF RETAIL/ 7,200 SF OFFICE
45 PKG. RECD
45 PKG. PROV.

PHASE THREE

LOT 7,
BLOCK A
1,726 ACRES
(75,204 SF)
19,200 SF RETAIL
81 PARKING RECD
81 PARKING PROVIDED

PHASE FOUR

LOT 10, BLOCK A
2,800 SF
MEDICAL OFFICE
16 PKG. RECD
6 PKG. PROV.



LEGEND

- PROP. WATER LINE
- PROP. FIRE HYDRANT AND VEGET
- PROP. GATE VALVE
- EXIST. WATER LINE
- EXIST. FIRE HYDRANT AND VEGET
- PROP. SANITARY SEWER
- PROP. MANHOLE
- PROP. CULVERT
- EXIST. SANITARY SEWER
- EXIST. MANHOLE
- PROP. STORM SEWER
- PROP. FIRE LANE, ACCESS AND UTILITY EASEMENT
- EXISTING CONDUIT

LOCATION MAP
N.T.S.

LOT 10:
ANS VENTURES LLC
1922 COUNTRYSIDE DRIVE
FRISCO, TX 75034
(214) 778-1260

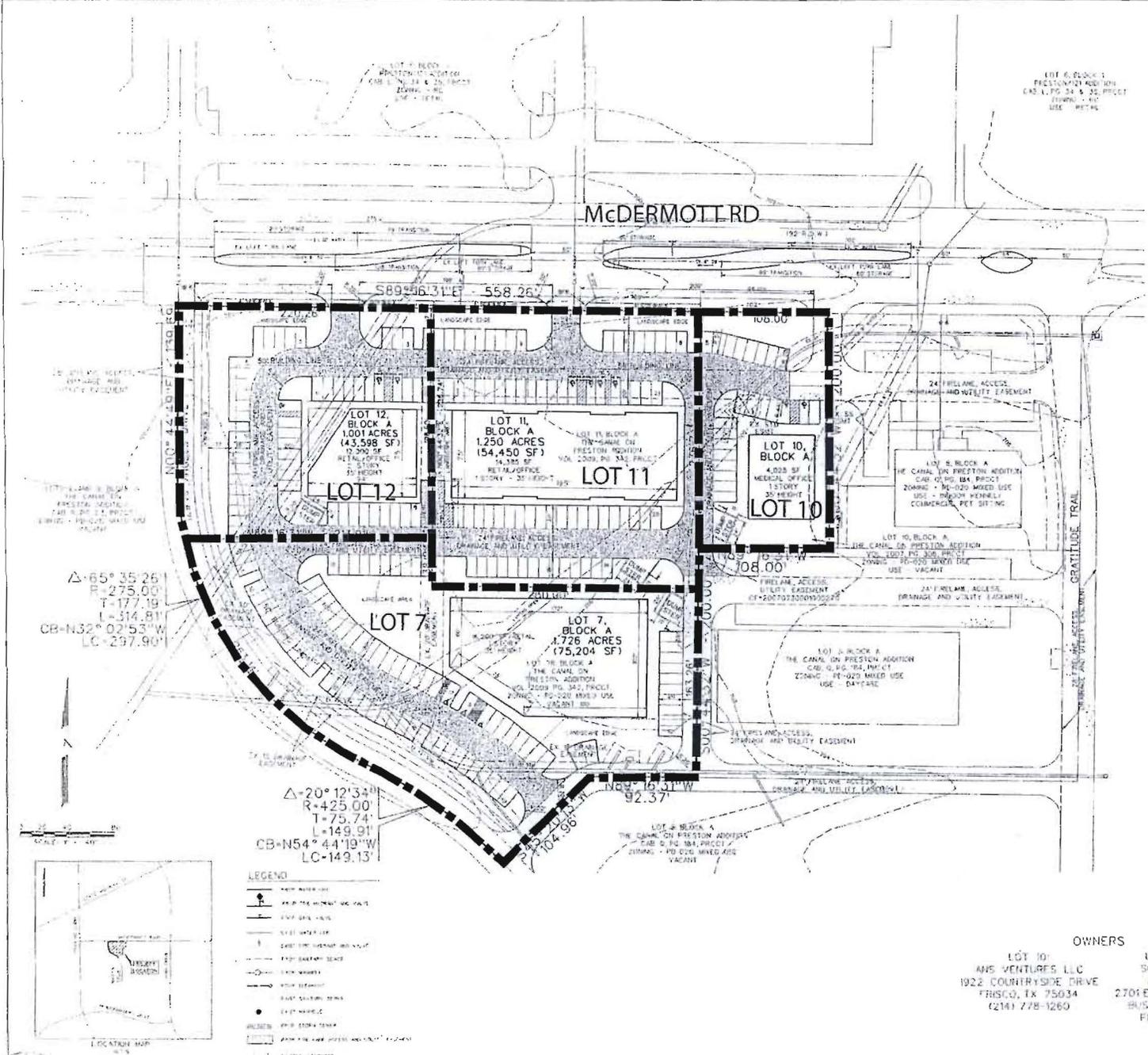
OWNERS
LOT 7R AND 12:
SOTOWN CENTER
PARTNERS, L.P.
2701 E. PRESIDENT GEORGE
BUSH HWY. SUITE 200
PLANO, TX. 75074
972-633-5600

LOT 11:
PERFECT BUILDERS
17194 PRESTON ROAD,
SUITE 200
DALLAS, TX 75248
214-454-7230

THE PURPOSE OF THE REVISED CONCEPT PLAN IS TO REVISE THE FIRE LANE LOCATIONS FROM THE PREVIOUSLY APPROVED PLAN.

REVISED CONCEPT PLAN			
LOTS 7, 10, 11, AND 12, BLOCK A, THE CANAL ON PRESTON ADDITION 3.08 ACRES, WILLIAM BROWN SURVEY ABSTRACT NO. 66 CITY OF PLANO, COLLIN COUNTY, TEXAS			
CORWIN ENGINEERING, INC. 200 W. BELMONT, SUITE E ALLEN, TEXAS 75013 (972) 398-1200 TXPE, FIRM #001			
DRAWN BY BIO	DESIGNED BY BIO	CHECKED BY BIO	SHEET NO. 1 of 1
JOB NUMBER 10047	DATE NOVEMBER 9, 2010	SCALE P=10'	

PREVIOUSLY APPROVED CONCEPT PLAN



- SITE PLAN GENERAL NOTES**
1. Burrows 6,000 square feet or greater shall be 100% fire certified.
 2. Fire alarm shall be equipped and constructed per city standards.
 3. Handicapped entry shall be designed and provided per city standards and in conformity with requirements of the current, adopted International Building Code.
 4. Four-foot wide sidewalk shall be provided 2.5 feet off of the property line within the right-of-way, unless a sidewalk easement is provided for a neighboring sidewalk or an alternative design is approved by the city. Barrier-free ramps per city standards shall be provided on sidewalks at secure crossings.
 5. Mechanical units, dumpsters, and trash compactors shall be screened in accordance with the Zoning Ordinance.
 6. All signage shall be approved by Building Inspection Department.
 7. Approval of the site plan in accordance with engineering plans are approved.
 8. Open storage, where permitted, shall be screened in accordance with the Zoning Ordinance.
 9. Building facades within the development shall be completed, as provided in the Historic/Corner Design Guidelines.
 10. Outdoor lighting shall comply with illumination standards within Section 6-4.66 of the Code of Ordinances.
 11. Please contact the Building Inspection Department to determine the type of construction and occupancy group.
 12. All electrical, mechanical, distribution, and service lines shall be underground where required.
 13. Use standards in operation, location, and construction to the following performance standards in Section 3-1300 of the Zoning Ordinance: noise, smoke and particulate matter, odorous matter, fire or explosive material, toxic and noxious matter, vibration, and/or other performance standards.

PHASE ONE

LOT 10, BLOCK A
1.001 ACRES
43,598 SF
14,385 SF RETAIL/OFFICE
22 PKG. REQ'D
22 PKG. PROV'D

PHASE TWO

LOT 12, BLOCK A
1.001 ACRES
43,598 SF
10,000 SF RETAIL/OFFICE
48 PKG. REQ'D
53 PKG. PROV'D

PHASE THREE

LOT 7, BLOCK A
1.726 ACRES
75,204 SF
16,200 SF RETAIL/OFFICE
81 PARKING REQ'D
81 PARKING PROVIDED

PHASE FOUR

LOT 11, BLOCK A
1.250 ACRES
54,450 SF
21 PKG. REQ'D
23 PKG. PROV'D

THE PURPOSE OF THE REVISED CONCEPT PLAN IS TO DIVIDE LOT 7R INTO LOTS 7R AND LOT 12.

REVISED CONCEPT PLAN

LOTS 7, 10, 11, AND 12, BLOCK A, THE CANAL ON PRESTON ADDITION
3.98 ACRES, WILLIAM BROWN SURVEY ABSTRACT NO. 06

CORWIN ENGINEERING, INC.
200 W. BELMONT, SUITE E
ALLEN, TEXAS 75013 (972) 398-1000
TXPE-FRM-45581

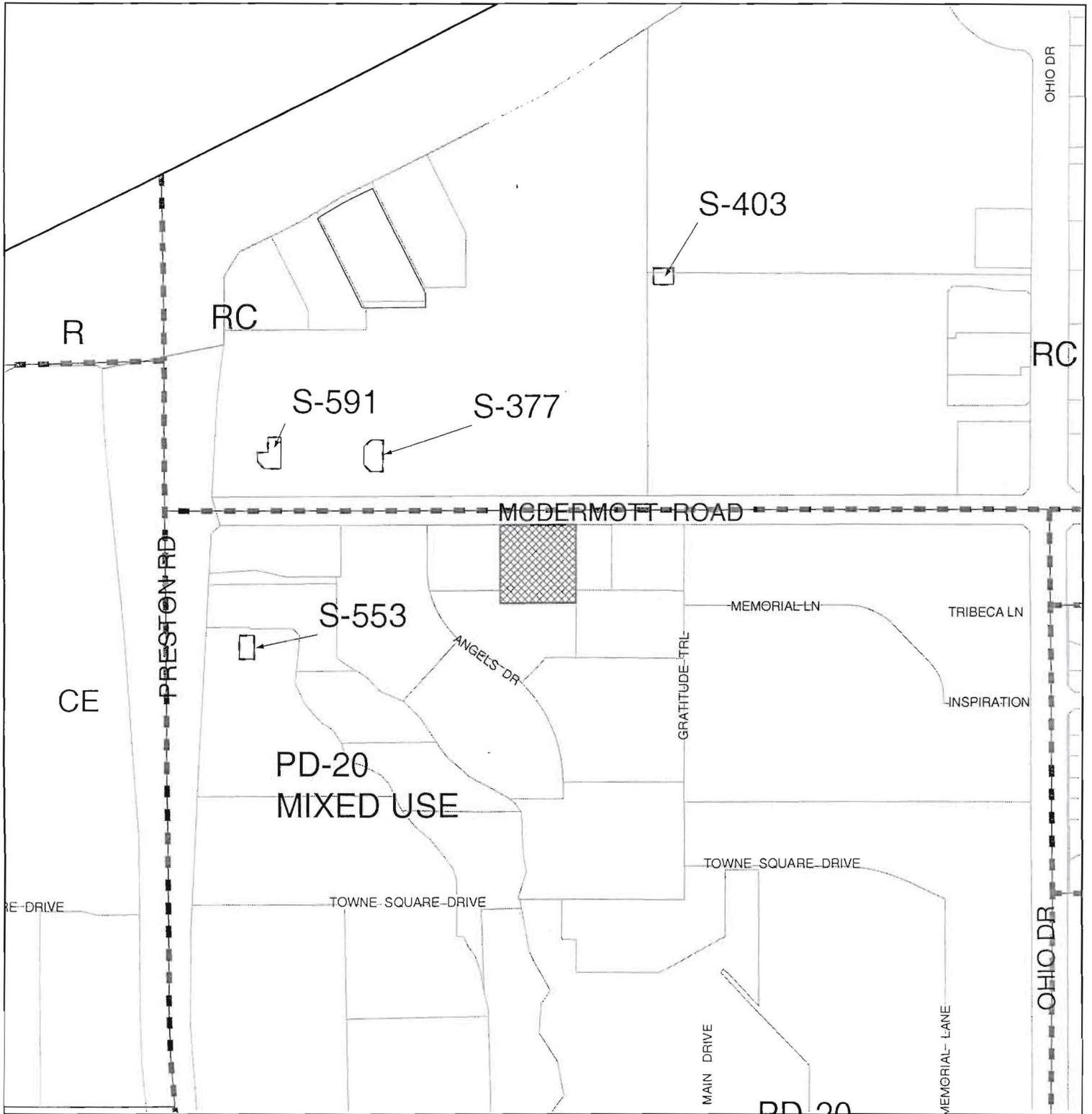
DESIGNED BY RSC	CHECKED BY RSC	DATE FEBRUARY 6, 2020	SHEET NO. 1 OF 1
DRAWN BY RSC	SCALE 1"=40'		

OWNERS

LOT 10:
MVS VENTURES LLC
1922 COUNTRYSIDE DRIVE
FRISCO, TX 75034
(214) 778-1260

LOT 7R AND 11:
SOUTHTOWN CENTER PARTNERS, L.P.
2701E PRESIDENT GEORGE
BUSY HWY. 581E 200
PLANO, TX 75074
972-633-5800

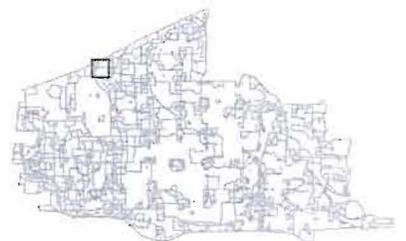




Item Submitted: REVISED PRELIMINARY PLAT

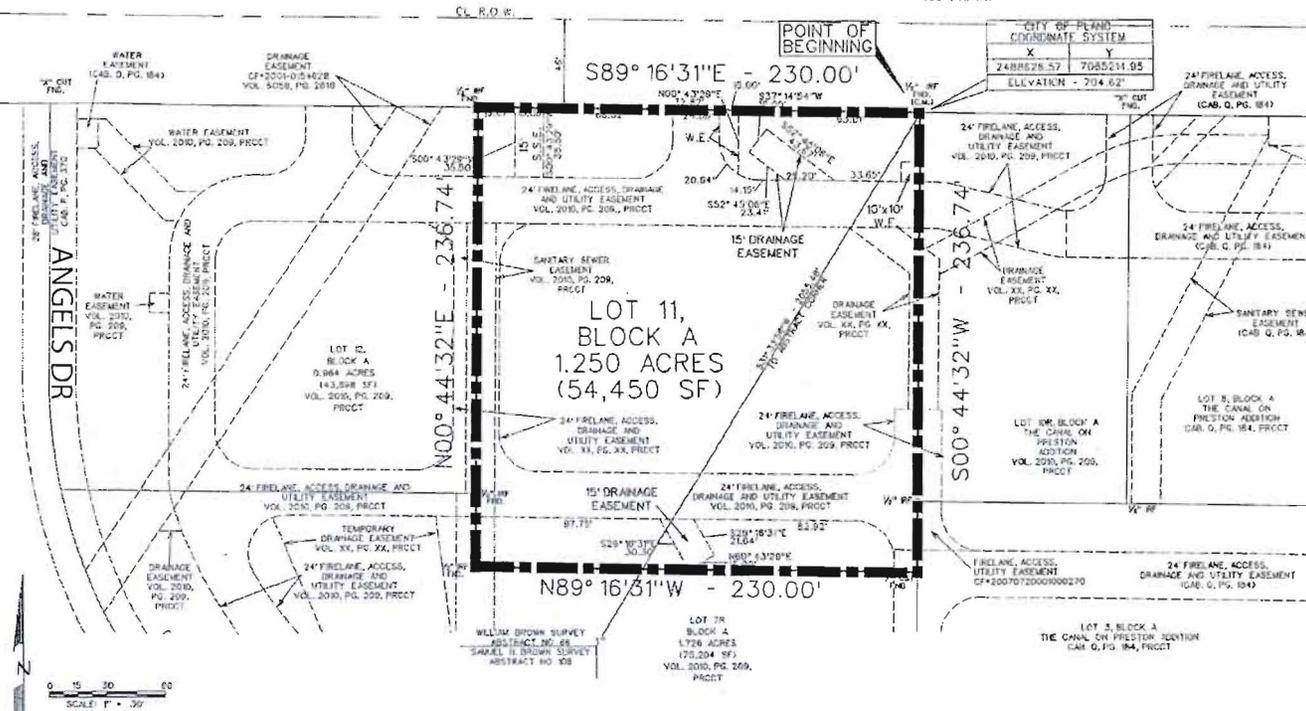
Title: THE CANAL ON PRESTON ADDITION
BLOCK A, LOT 11

Zoning: PLANNED DEVELOPMENT-20-MIXED USE



○ 200' Notification Buffer

McDERMOTT RD
192' R.O.W.



NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS THAT PERFECT BUILDERS LLC, acting herein by and through their duly authorized officers, do hereby submit this plat designating the herein above described property as Lot 11, Block A, THE CANAL ON PRESTON ADDITION, an addition to the City of Plano, Texas, and do hereby dedicate, in fee simple, to the public use forever, the streets and ways shown thereon. The streets and the ways are dedicated for street purposes. The easements and public use areas as shown are dedicated for the 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 maintenance and accommodation of 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 use 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 encroach 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, 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.

The undersigned do hereby covenant and agree that they shall maintain upon the fire line easements, as indicated and shown thereon, a hard surface and that they shall maintain the same in a state of good repair of ditches 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 the apparatus. The maintenance of paving on the fire line easements is the responsibility of the owner, and the owner shall post and maintain appropriate signs in conspicuous places along such fire lines, stating "Fire Lane, No Parking". The police or the duly authorized representative is hereby authorized to close 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 vehicular and pedestrian use and access, and for fire department and emergency use, in, on, over and across said premises, with the right out privilege of all times of the City of Plano, its agents, employees, workmen and representatives having ingress, egress, and regress in, on, over and across said premises.

WITNESS MY HAND AT PLANO, TEXAS, this _____ day of _____, 2010.

PERFECT BUILDERS LLC

STATE OF TEXAS
COUNTY OF _____

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared _____ known to me to be the person and officer whose name is subscribed to the foregoing instrument and acknowledged to me that the same was the act of said SCOTTON CENTER PARTNERS, L.P., that he/she executed the same on the date of such for the purpose and consideration therein expressed, and in the capacity therein stated.

Given under my hand and seal of office, this the _____ day of _____, 2010.

Notary Public in and for the State of Texas.

LEGAL DESCRIPTION

BEING a tract of land situated in the William Brown Survey, Abstract 66, in the City of Plano, Collin County, Texas, and being all of Lot 11, Block A of the revised survey plat of The Canal On Preston Addition, as addition to the City of Plano as recorded in Volume 200, Page 206 of the Plat Records of Collin County, Texas, and being more particularly described as follows:

Beginning at a 1/2 inch iron rod found at the northeast corner of said Lot 11, Block A, being a point in the south line of McDermott Drive, 192' right-of-way;

THENCE, South 00° 44' 32" East, departing said south line and with the east line of said Lot 11, for a distance of 236.74 feet to an "X" cut found at the southeast corner of said Lot 11;

THENCE, North 89° 16' 31" West, with the south line of said Lot 11, for a distance of 230.00 feet to a 1/2 inch iron rod found at the southeast corner of said Lot 11;

THENCE, North 00° 44' 32" East, with the west line of said Lot 11, for a distance of 236.74 feet to a 1/2 inch iron rod found at the northeast corner of said Lot 11, being a point in the south line of said McDermott Drive;

THENCE, South 89° 16' 31" West, with the south line of said McDermott Drive, for a distance of 230.00 feet to the POINT OF BEGINNING and containing 1.250 acres (54,450 square feet) of land.

SURVEYOR'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS that WARREN L. CORWIN, do hereby certify that I prepared this Plat and the field notes from an actual and accurate survey of the land, that the corner monuments shown thereon were properly placed under my personal supervision in accordance with the subdivision regulations of the City of Plano, Texas.

WARREN L. CORWIN
S.P.S. No. 1421

THE STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared WARREN L. CORWIN, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed same for the purpose and consideration therein expressed.

Given under my hand and seal of office, this _____ day of _____, 2010.

CERTIFICATE OF APPROVAL

Approved this _____ day of _____, 2010, by the Planning and Zoning Commission, City of Plano, Texas.

CHARLANN PLANNING AND ZONING COMMISSION, CITY OF PLANO, TEXAS

CITY ENGINEER OR SECRETARY, PLANNING & ZONING COMMISSION CITY OF PLANO, TEXAS

STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned, a Notary Public 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/she executed same for the purpose and consideration therein expressed.

Given under my hand and seal of office, this the _____ day of _____, 2010.

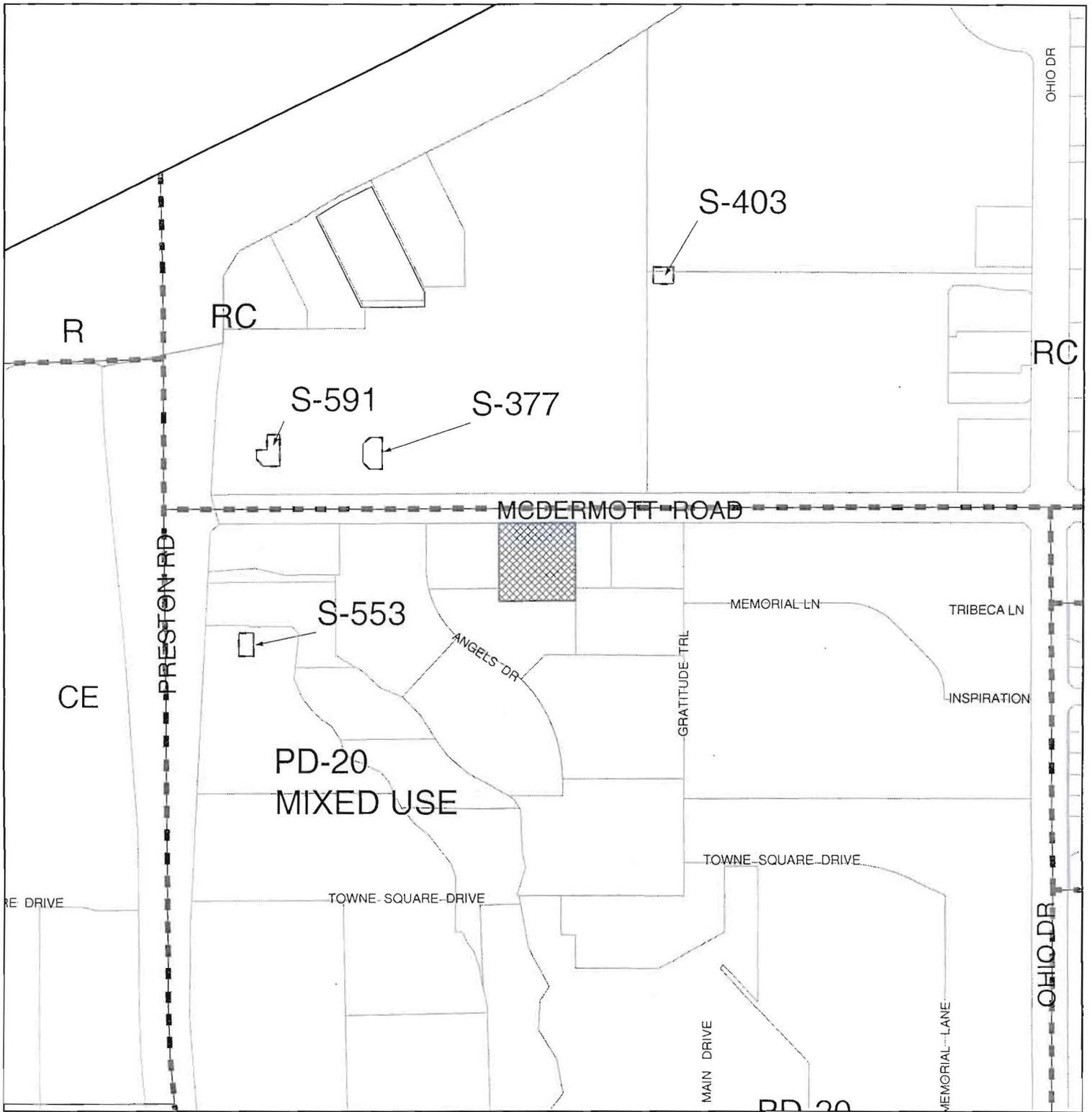
- NOTES:**
1. Bearings are referenced to Revised Conveyance Plat of Lots 7B and 11, Block A, as recorded in Volume 2009, Page 342, in the Plat Records of Collin County.
 2. If any rule set at subdivision corners, north corners, points of curvature, points of tangency, and angle points in public right-of-way unless otherwise noted.
 3. "Project Setting a portion of this addition by miles and bounds is a violation of City Subdivision Ordinance and state profiling statutes and is subject to fines and withholding of utilities and building certificates."
 4. Monument coordinates are shown to meet City of Plano profile requirements and are not intended to be used to reset monumentation.
 5. IFF - Iron Rod Found
W.L. - Water Easement
S.S.E. - Sanitary Sewer Easement
P.E.C.T. - Plat Records, Collin County, Texas
 6. The purpose of this Revised Preliminary Plat is to describe and specify easements.



LOT 11, BLOCK A
REVISED PRELIMINARY PLAT
BEING A REPEAT OF THE REVISED
CONVEYANCE PLAT OF LOT 11, BLOCK A
AS RECORDED IN VOL. 200, PG. 206, P.R.C. 1
THE CANAL ON
PRESTON ADDITION
1.250 ACRES OUT OF THE
WILLIAM BROWN SURVEY, ABSTRACT NUMBER 66
IN THE
CITY OF PLANO, COLLIN COUNTY, TEXAS

OWNER
PERFECT BUILDERS, LLC
17184 PRESTON ROAD,
SUITE 200
DALLAS, TX 75248
972-424-7230

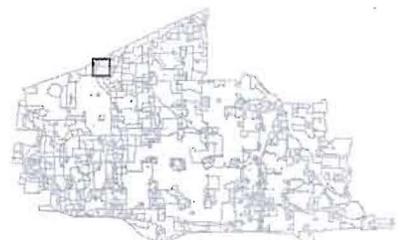
PREPARED BY
CORWIN ENGINEERING, INC.
TBE FIRM #5951
2010 W. BELMONT, SUITE C
ALLEN, TEXAS 75013
972-358-1200



Item Submitted: REVISED SITE PLAN

Title: THE CANAL ON PRESTON ADDITION
BLOCK A, LOT 11

Zoning: PLANNED DEVELOPMENT-20-MIXED USE



○ 200' Notification Buffer

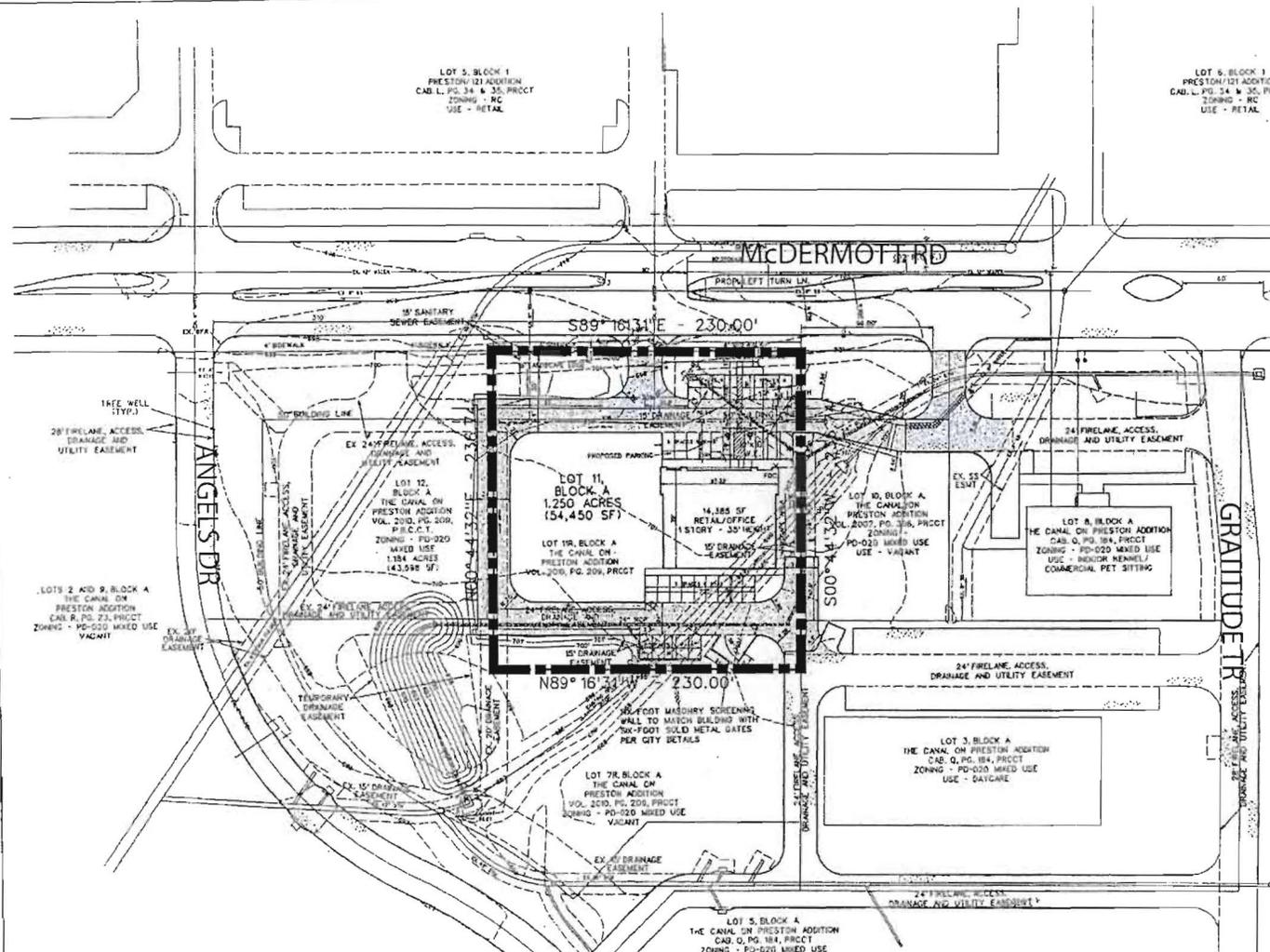
SITE PLAN GENERAL NOTES

1. Buildings 6,000 square feet or greater shall be 100% fire sprinkled.
2. Fire lanes shall be designed and constructed per city standards.
3. Handicapped parking areas shall be designed and provided per city standards and shall comply with requirements of the current, adopted International Building Code.
4. Four-foot wide sidewalks shall be provided 2.5 feet off of the property line within the right-of-way, unless a sidewalk easement is provided for an alternative design to be approved by the city. Barrier-free ramps, per city standards, shall be provided on sidewalks at all curb crossings.
5. Mechanical units, dumpsters, and trash compactors shall be screened in accordance with the Zoning Ordinance.
6. All signage contingent upon approval by Building Inspection Department.
7. Approval of the site plan is not final until engineering plans are approved.
8. Open storage, where permitted, shall be screened in accordance with the Zoning Ordinance.
9. Building facades within this development shall be compatible, as provided in the Retail Corner Design Guidelines.
10. Outdoor lighting shall comply with Illumination standards within Section 4-166 of the Code of Ordinances.
11. Please contact the Building Inspection Department to determine the type of construction and occupancy group.
12. All electrical transmission, distribution, and service lines must be underground where required.
13. Uses shall conform in operation, location, and construction to the following performance standards in Section 3-1300 of the Zoning Ordinance: noise, smoke and particulate matter, odorous matter, fire or explosive material, toxic and noxious matter, vibration, and/or other performance standards.

SITE DATA SUMMARY TABLE - PAVING LOT 11

Item	Quantity	Notes
Gravel	1,000,000 SF	PG-020 Mixed Use
Asphalt	1,000,000 SF	PG-020 Mixed Use
Concrete	1,000,000 SF	PG-020 Mixed Use
Other	1,000,000 SF	PG-020 Mixed Use
...

NOTE: ALL PROPOSED PAVEMENT IS CONCRETE



WATER WIRE SCHEDULE

Symbol	Type	Size	Material	Depth	Notes
○	Water	12"	Steel	48"	See City Specs
△	Sanitary	12"	Steel	48"	See City Specs
□	Electric	2"	Steel	48"	See City Specs



- LEGEND**
- PROP. WATER LINE
 - PROP. FIRE WIRE/AND HD VALVE
 - PROP. GAS W/VALVE
 - EXIST. WATER LINE
 - EXIST. FIRE WIRE/AND HD VALVE
 - PROP. SANITARY SEWER
 - PROP. MANHOLE
 - EXIST. SANITARY SEWER
 - EXIST. MANHOLE
 - PROP. STORM SEWER
 - PROP. FIRE LANE, MOBILE HO VEHICLE CATCH
 - EXISTING CONCRETE
 - CL. CONC. ALIET
 - CA. CONC. ALIET

OWNER
 PERFECT BUILDERS
 17194 PRESTON ROAD,
 SUITE 200
 DALLAS, TX 75248
 214-454-7230

THE PURPOSE OF THE REVISED SITE PLAN IS TO REVISE THE FIRE LANE LOCATIONS FROM THE PREVIOUSLY APPROVED PLAN.

REVISED SITE PLAN

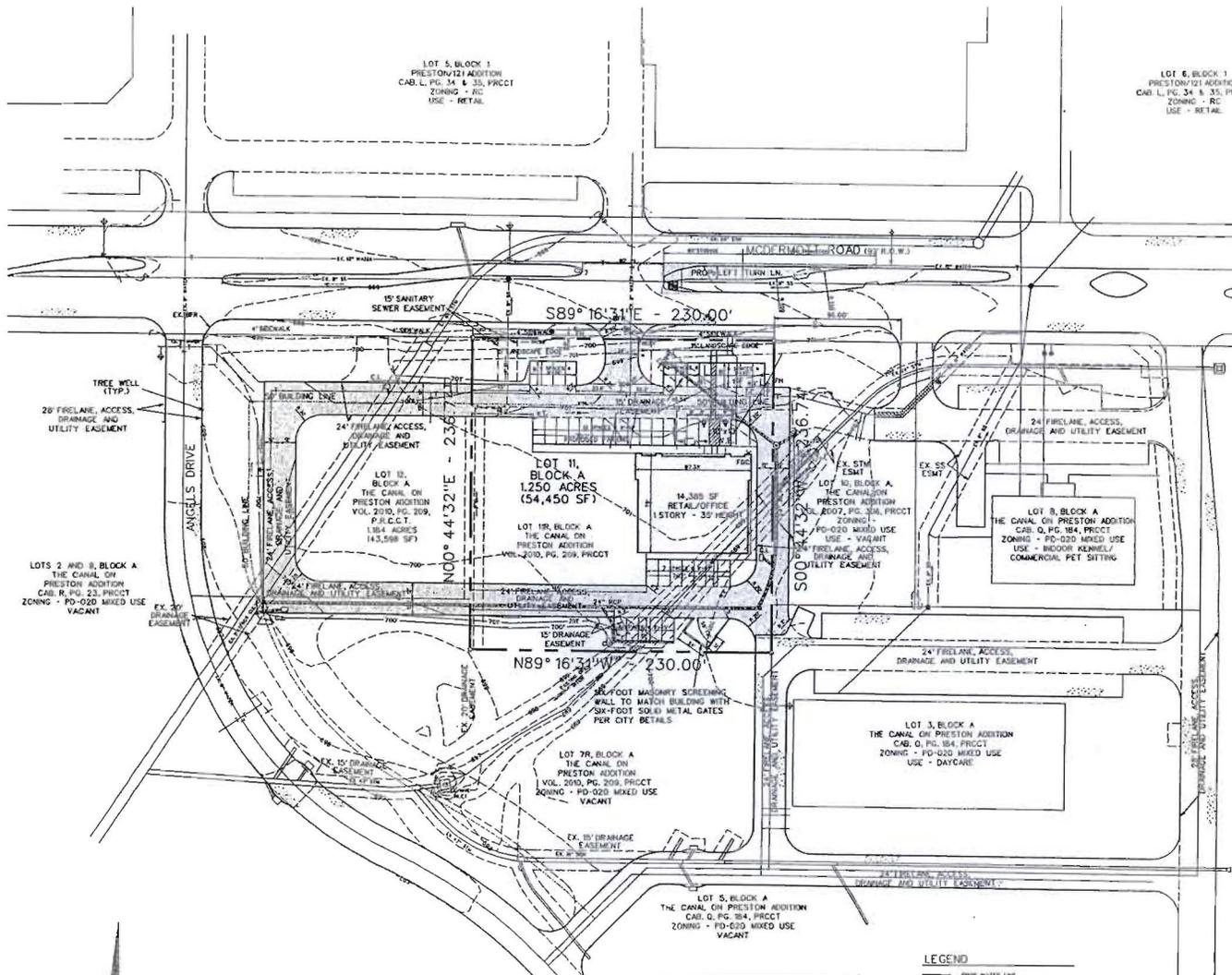
LOT 11, BLOCK A, THE CANAL ON PRESTON ADDITION
 1.25 ACRES
 WILLIAM BROWN SURVEY ABSTRACT NO. 88
 CITY OF PLANO, COLLIN COUNTY, TEXAS

CORWIN ENGINEERING, INC.
 200 W. SELMONT, SUITE E
 ALLEN, TEXAS 75013 972/384-1200
 TSP# FIRM #5651

DRAWN BY BOB	DESIGNED BY BOB	CHECKED BY BOB	SHEET NO. 2 of 10
JON MEASER 02/09	DATE NOVEMBER 9, 2009	SCALE F=40'	



PREVIOUSLY APPROVED SITE PLAN



SITE PLAN GENERAL NOTES

- Buildings 6,000 square feet or greater shall be 100% fire sprinkled.
- Fire lanes shall be designed and constructed per city standards.
- Handicapped parking areas shall be designed and provided per city standards and shall comply with requirements of the current, adopted International Building Code.
- Four-foot wide sidewalks shall be provided 2.0 feet off of the property line within the rights-of-way, unless a sidewalk easement is provided for a mandatory 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 compactors 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 engineering plans are approved.
- Open storage, where permitted, shall be screened in accordance with the Zoning Ordinance.
- Building facades within this development shall be compatible, as provided in the Retail Corner Design Guidelines.
- Outdoor lighting shall comply with illumination standards within Section 6-456 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 operation, location, and construction to the following performance standards in Section 3-1306 of the Zoning Ordinance: noise, smoke and particulate matter, odorous matter, fire or explosive material, toxic and noxious matter, vibration, and/or other performance standards.

SITE DATA SUMMARY TABLE - PHASE 1 (LOT 11)

Item	Quantity	Notes
Lot Area (sq. ft.)	54,450	
Lot Area (acres)	1.250	
Building Footprint Area (sq. ft.)	6,000	
Open Space Area (sq. ft.)	48,450	
Building Height (ft. max)	35	
Lot Coverage (percent)	11%	
Other Landscaping Area (sq. ft.)	15,000	
Other Landscaping Area (percent)	27%	
Other Landscaping Area (sq. ft.)	15,000	
Other Landscaping Area (percent)	27%	
Other Landscaping Area (sq. ft.)	15,000	
Other Landscaping Area (percent)	27%	
Other Landscaping Area (sq. ft.)	15,000	
Other Landscaping Area (percent)	27%	
Other Landscaping Area (sq. ft.)	15,000	
Other Landscaping Area (percent)	27%	

NOTE: ALL PROPOSED PAVEMENT IS CONCRETE

APPROVED
AUG 18 2016
CITY OF PLANO
Planning Department

EXPIRES
AUG 18 2017
City of Plano

LEGEND

- PROPOSED WATER LINE
- PROPOSED FIRE HYDRANT AND VALVE
- PROPOSED GATE VALVE
- EXIST. WATER LINE
- EXIST. FIRE HYDRANT AND VALVE
- PROPOSED SANITARY SEWER
- PROPOSED CLEANOUT
- EXIST. SANITARY SEWER
- EXIST. MANHOLE
- PROPOSED STORM SEWER
- PROPOSED FIRE LINE, ACCESS AND UTILITY EASEMENT
- EXISTING CONCRETE
- SOIL MEET
- GRAVE MEET

OWNER
LOT 7R AND 11:
SCI TOWN CENTER
PARTNERS, L.P.
2701 E. PRESIDENT GEORGE
BUSH HWY. SUITE 200
PLANO, TX. 75074
972-633-5800



WATER METER SCHEDULE

TYPE	SIZE	NO.	VAL. SER. SIZE
DOMESTIC	1/2"	1	1/2"
INDUSTRIAL	1"	1	1"

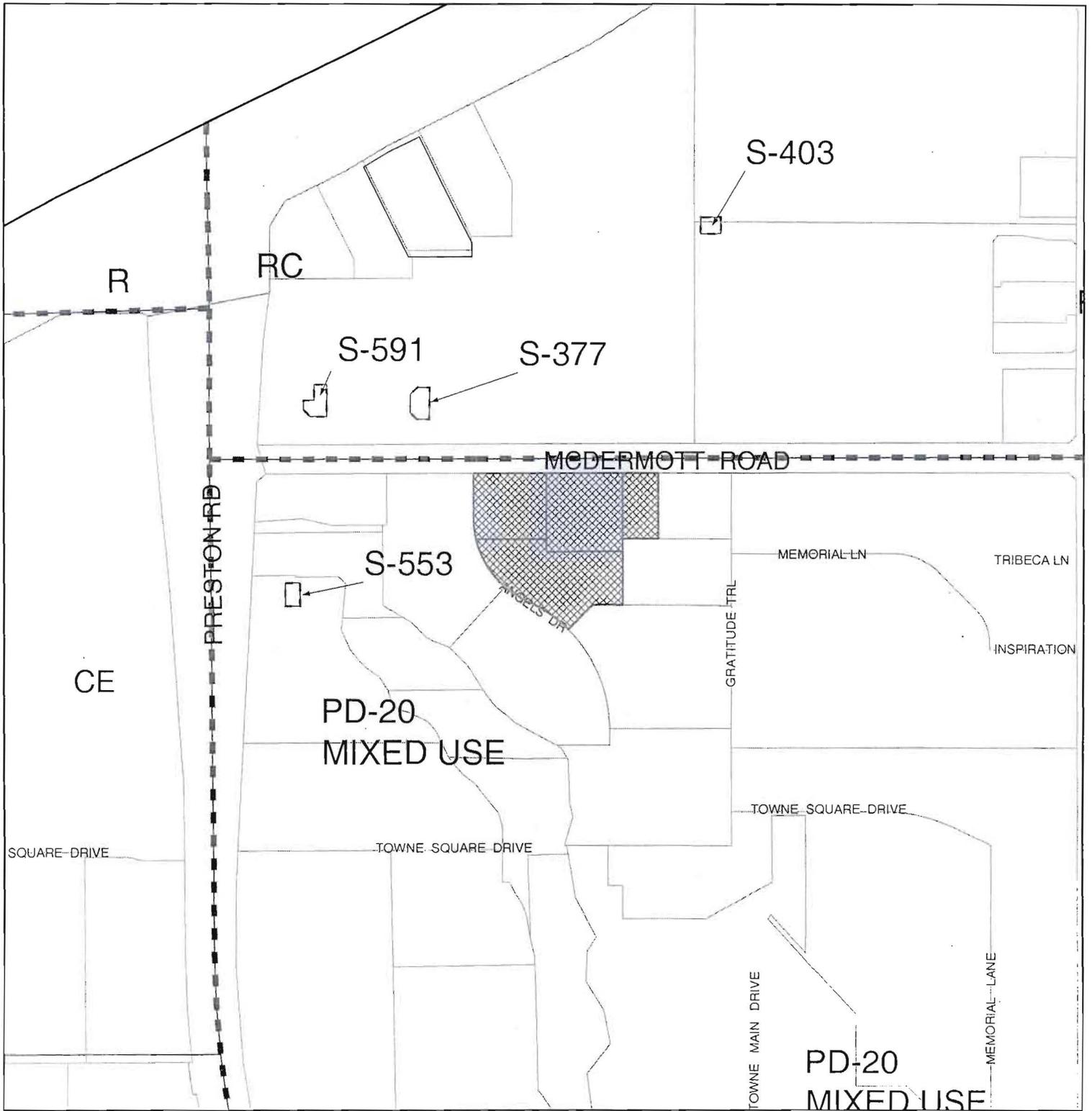


SITE PLAN

LOT 11, BLOCK A, THE CANAL ON PRESTON ADDITION
1.250 ACRES
WILLIAM BROWN SURVEY ABSTRACT NO. 66
CITY OF PLANO, COLLIN COUNTY, TEXAS

CORWIN ENGINEERING, INC.
200 W. BELMONT, SUITE E
ALLEN, TEXAS 75013 (972) 396-1200
TYPE: FIRM #5051

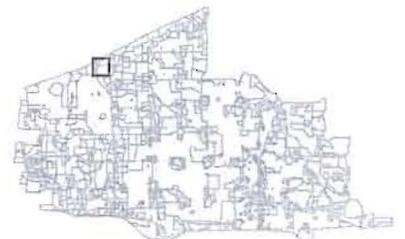
DRAWN BY 800	DESIGNED BY 800	CHECKED BY 800	SHEET NO. 2 of 10
DATE APRIL 22, 2016	SCALE 1"=40'		



Item Submitted: REVISED CONVEYANCE PLAT

Title: THE CANAL ON PRESTON ADDITION
BLOCK A, LOTS 7R, 10R, 11R, & 12R

Zoning: PLANNED DEVELOPMENT-20-MIXED USE



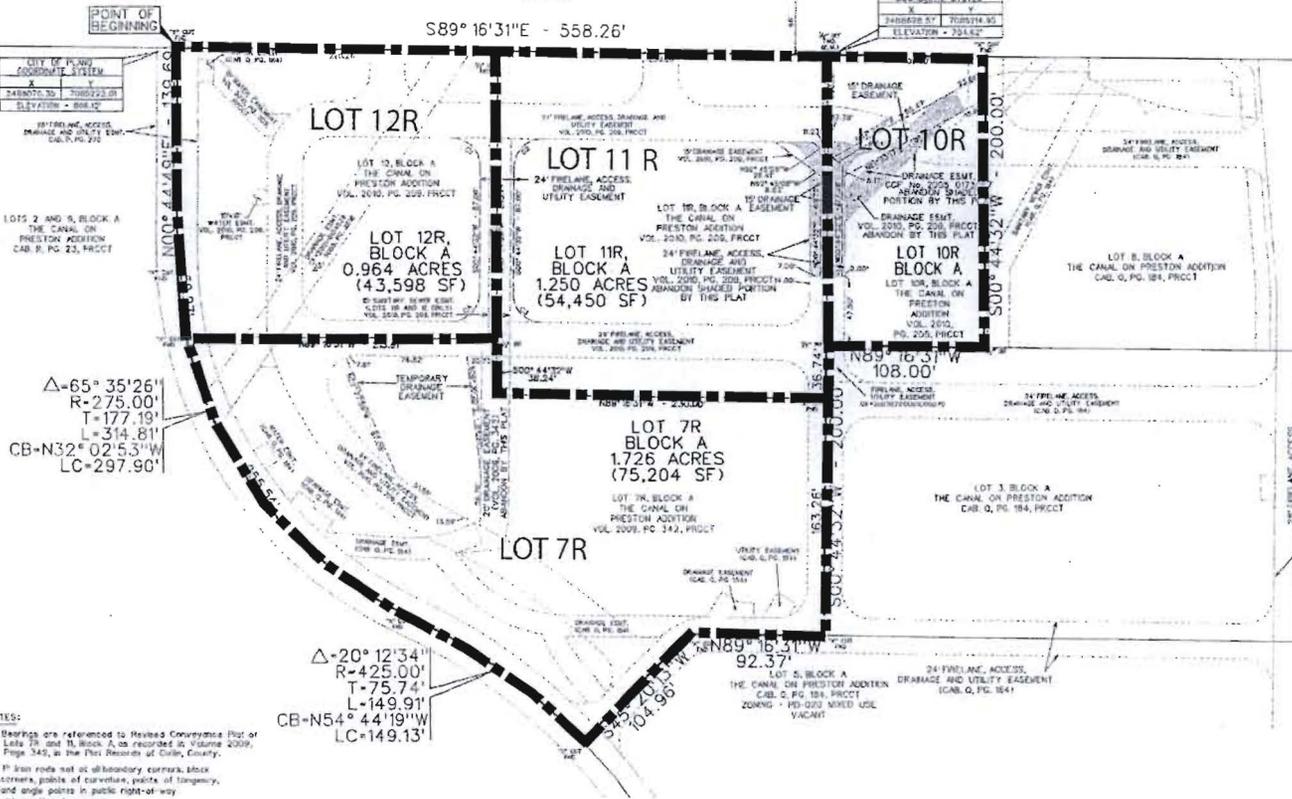
○ 200' Notification Buffer

CURVE TABLE						
Curve Number	Delta	Radius	Length	Tangent	Chord Bearing	Chord Length
1	91°01'03"	20.00'	31.42'	20.01'	S44°18'59"E	28.29'
2	06°58'57"	20.00'	31.41'	19.99'	N49°44'00"E	28.28'
3	91°01'03"	20.00'	31.42'	20.01'	S44°18'59"E	28.29'
4	89°58'57"	20.00'	31.41'	19.99'	N49°44'00"E	28.29'



McDERMOTT RD
(82' R.O.W.)

S89°16'31"E - 558.26'



- NOTES:
- Bearings are referenced to Revised Conveyance Plat of Lots 7R and 8, Block A, as recorded in volume 2009, Page 345, in the This Record of Collin County.
 - 1" from roads set as all boundary corners, block corners, points of curvature, points of tangency, and angle points in public right-of-way unless otherwise noted.
 - Misdeed Selling a portion of title addition by metes and bounds is a violation of City Subdivision Ordinance and state platting statutes, and is subject to fines and abatement of utilities and building certificates.
 - Measurement coordinates are shown to reveal City of Plano platting requirements and are not intended to be used to reveal transmission.
 - C.M. - Controlling Measurement
ST - Iron Rod Found
 - The purpose of this Revised Conveyance Plat is to illustrate and describe easements on Lots 7R, 10R and 12R.

TOTAL LOTS 4
TOTAL ACRES 4.473

REVISED CONVEYANCE PLAT
LOTS 7R, 10R, 11R AND 12R, BLOCK A
AND A REVISED CONVEYANCE PLAT OF LOTS 16, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
THE CANAL ON
PRESTON ADDITION
4.473 ACRES OUT OF THE
WILLIAM BROWN SURVEY, ABSTRACT NUMBER 56
IN THE
CITY OF PLANO, COLLIN COUNTY, TEXAS

PREPARED BY
CORWIN ENGINEERING, INC.
TBPE FIRM #5951
200 W. BELMONT, SUITE E
ALLEN, TEXAS 75015
(409) 294-1000
NOVEMBER 2020 SCALE: 1"=40' SHEET 1 OF 2

OWNERS
LOT 10:
4NE VENTURES, LLC
5012 COUNTRYME DRIVE
FRISCO, TX 75034
12141 778-1200

LOT 11:
RECTIFY BUILDERS
PARTNERS, L.P.
1704 PRESTON ROAD,
SUITE 200
DALLAS, TX 75248
214-454-7330

LOT 12:
1201 E. PRESIDENT GEORGE
MUGH HWY, SUITE 200
PLANO, TX 75074
972-637-2900

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT ANS VENTURES LLC, PERFECT BUILDERS and SICTOWN CENTER PARTNERS, L.P., acting herein by and through their duly authorized officers, do hereby adopt this plat designating the hereinabove described property as Lots 7R, 10R, 11R and 12R, Block A, THE CANAL ON PRESTON ADDITION, in addition to the City of Plano, Texas, and do 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 easements shown, are dedicated for the 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 or 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 installation and accommodation of 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 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 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, inspecting, maintaining, readjusting, reading meters and adding to or removing other parts of their respective systems without the necessity of any form of procuring permission from anyone.

The undersigned do hereby covenant and agree that he (they) and/or construct upon the fire lane easements or 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 post and maintain appropriate signs in conspicuous places along such fire lanes, stating "Fire Lane, No Parking". The public or the duly authorized representatives be hereby authorized to cause such fire lanes and utility easements to be maintained free and unobstructed at all times for the department and emergency use.

The undersigned do hereby covenant and agree that the Access Easement may be utilized by any person of the general public for ingress and egress to their real property, and for the purpose of General Public vehicles and pedestrian use and access, and for the Department and Emergency use, in doing upon and across said premises, with the right and privilege of all those of the City of Plano, its agents, employees, officers and representatives having ingress, egress, and egress by, along, upon and across said premises.

WITNESS MY HAND AT PLANO, TEXAS, this _____ day of _____, 2010.

SICTOWN CENTER PARTNERS, L.P.,

ANS VENTURES LLC

STATE OF TEXAS
COUNTY OF _____

STATE OF TEXAS
COUNTY OF _____

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared _____ known to me to be the person and officer whose name is subscribed to the foregoing instrument and acknowledged to me that the same was the act of said SICTOWN CENTER PARTNERS, L.P., that he/she executed the same as the act of such for the purposes and consideration therein expressed, and in the capacity therein stated.

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared _____ known to me to be the person and officer whose name is subscribed to the foregoing instrument and acknowledged to me that the same was the act of said ANS VENTURES LLC, that he/she executed the same as the act of such for the purposes and consideration therein expressed, and in the capacity therein stated.

Given under my hand and seal of office, this the _____ day of _____, 2010.

Given under my hand and seal of office, this the _____ day of _____, 2010.

Notary Public in and for the State of Texas.

Notary Public in and for the State of Texas.

PERFECT BUILDERS LLC

STATE OF TEXAS
COUNTY OF _____

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared _____ known to me to be the person and officer whose name is subscribed to the foregoing instrument and acknowledged to me that the same was the act of said ANS VENTURES LLC, that he/she executed the same as the act of such for the purposes and consideration therein expressed, and in the capacity therein stated.

Given under my hand and seal of office, this the _____ day of _____, 2010.

Notary Public in and for the State of Texas.

LEGAL DESCRIPTION

BEING a tract of land situated in the William Brown Survey, Abstract 66, in the City of Plano, Collin County, Texas, and being all of Lots 7R, 10R, 11R and 12, Block A of the revised conveyance part of The Canal on Preston Addition, in addition to the City of Plano as recorded in Volume 2030, Page 200 of the Plat Records of Collin County, Texas, and being more particularly described as follows:

BEGINNING at an "X" cut found in concrete at the northwest corner of said Lot 7R, Block A, being the northwest corner of the herein described tract, being a point in the south line of McDermott Drive, 192' right-of-way;

THENCE, South 89° 56' 31" East, with the south line of McDermott Drive, for a distance of 558.18 feet to an "X" cut found at the northwest corner of said Lot 10R, Block A;

THENCE, South 00° 40' 32" West, departing said south line and with the east line of said Lot 10R, for a distance of 200.00 feet to a 1/2 inch iron rod found at the southwest corner of said Lot 10R;

THENCE, North 80° 18' 31" West, with the south line of said Lot 10R, for a distance of 108.00 feet to a 1/2 inch iron rod found at the southwest corner of said Lot 10R, being a point in the east line of said Lot 10R, Block A;

THENCE, South 00° 44' 32" West, with the east line of said Lot 10R, for a distance of 38.74 feet passing an "X" cut found at the southwest corner of said Lot 10R, being the most westerly northwest corner of said Lot 7R, Block A and continuing with the east line of said Lot 7R for a total distance of 202.00 feet to an "X" cut found at the southeast corner of said Lot 7R;

THENCE, North 89° 18' 31" West, with the south line of said Lot 7R, for a distance of 81.37 feet to an "X" cut found;

THENCE, South 45° 20' 13" West, continuing with said south line for a distance of 104.58 feet to an "X" cut found at the most easterly corner of said Lot 7R, being a point on a curve to the left having a radius of 425.00 feet, a tangent of 75.74 feet and a central angle of 22° 12' 34";

THENCE, with said curve to the left and the east line of said Lot 7R, for an arc distance of 149.01 feet, (Chord Bearing North 51° 44' 18" West - 149.15 feet), to an "X" cut found at the point of reverse curvature of a curve to the right, having a radius of 275.00 feet, a tangent of 177.78 feet and a central angle of 62° 30' 24";

THENCE, with said curve to the right and the west line of said Lot 7R, passing at 255.54 feet an "X" cut found at the southeast corner of said Lot 12R, continuing with said curve and the west line of said Lot 12, for a total arc distance of 314.81 feet, (Chord Bearing North 32° 02' 53" West - 297.90 feet), to an "X" cut found at the point of tangency of said curve;

THENCE, North 00° 44' 48" East, continuing with said west line for a distance of 128.65 feet to the POINT OF BEGINNING and containing 4.473 acres (194,852 square feet) of land.

SURVEYOR'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS that I, WARREN L. CORWIN, do hereby certify that I prepared this Plat and the field notes from an extensive accurate survey of the land, that the corner monuments shown thereon were properly placed under my personal supervision in accordance with the subdivisions Regulations of the City of Plano, Texas.

THE STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned, a Notary Public in and for the State of Texas, on this day personally appeared WARREN L. CORWIN, known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he/she executed same for the purposes and consideration therein expressed.

Given under my hand and seal of office, this the _____ day of _____, 2010.

WARREN L. CORWIN
R.P.L.S. No. 4821

NOTARY PUBLIC, STATE OF TEXAS

CERTIFICATE OF APPROVAL

Approved this the _____ day of _____, 2010, by the Planning and Zoning Commission, City of Plano, Texas.

CHAIRMAN PLANNING AND ZONING
COMMISSION, CITY OF PLANO, TEXAS

CITY ENGINEER OR SECRETARY PLANNING &
ZONING COMMISSION CITY OF PLANO, TEXAS

STATE OF TEXAS
COUNTY OF COLLIN

Before me, the undersigned, a Notary Public 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/she executed same for the purposes and consideration therein expressed.

Given under my hand and seal of office, this the _____ day of _____, 2010.

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 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/she executed same for the purposes and consideration therein expressed.

Given under my hand and seal of office, this the _____ day of _____, 2010.

Notary Public in and for the
State of Texas

A conveyance part is a record of property approved by the city for the purpose of sale or conveyance in fee simple or interests therein defined. No building permit shall be issued nor permanent public utility service provided until a final plat is approved. Map of record, one public improvement accepted in accordance with the provisions of the Subdivision Ordinance of the City of Plano, giving a portion of this property by metes and bounds, except as shown on an approved, filed, and accepted conveyance plat, this plat, or report to be a violation of the city ordinance and State law.

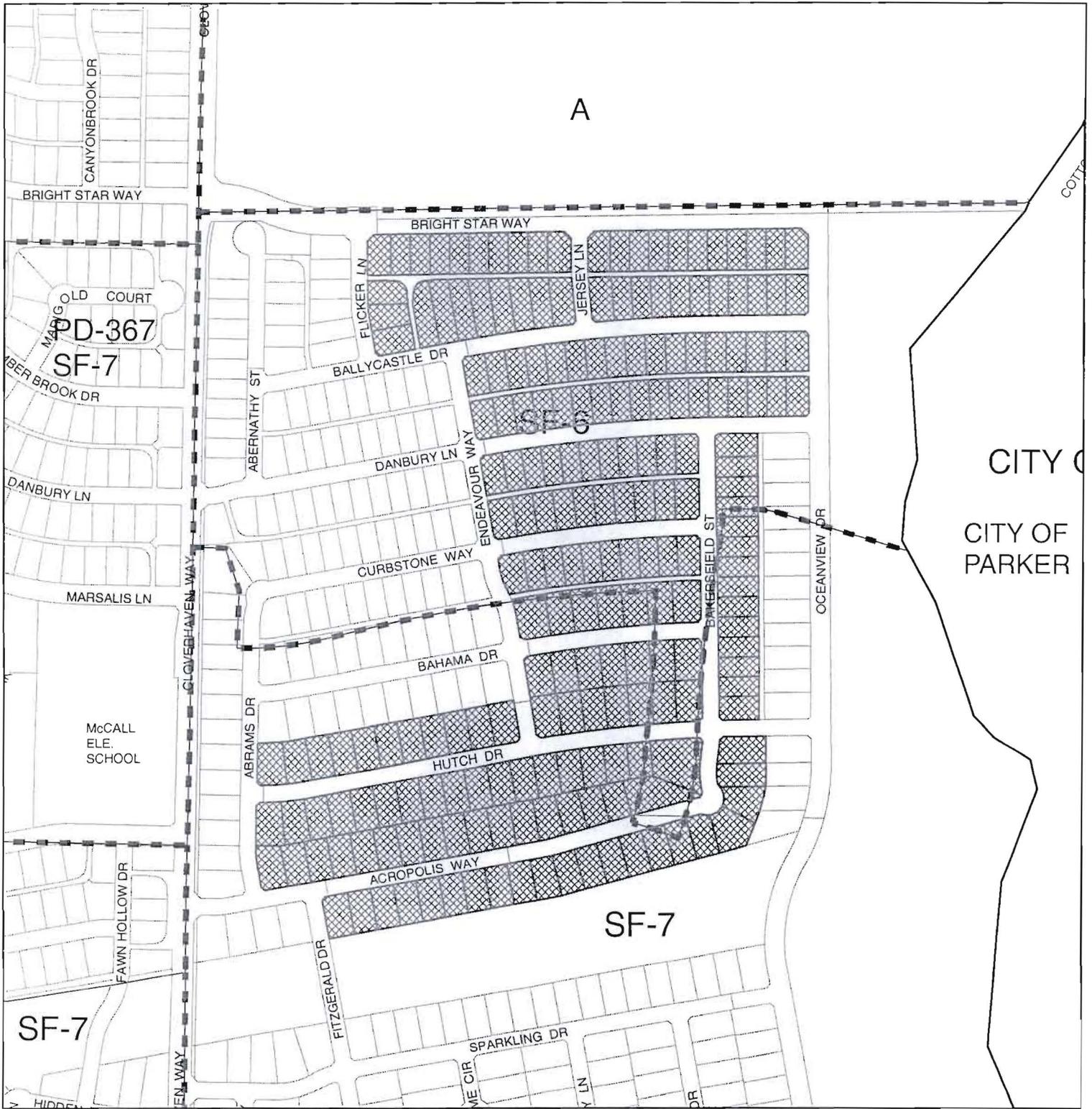
REVISED CONVEYANCE PLAT
LOTS 7R, 10R, 11R AND 12R, BLOCK A
BEING A REVISED CONVEYANCE PLAT OF LOTS 7R, 10R, 11R AND 12, BLOCK A
THE CANAL ON
PRESTON ADDITION
4.473 ACRES OUT OF THE
WILLIAM BROWN SURVEY, ABSTRACT NUMBER 66
IN THE
CITY OF PLANO, COLLIN COUNTY, TEXAS

OWNERS
LOT 7R AND 10R:
ANS VENTURES LLC
1922 COUNTRYSIDE DRIVE
FRISCO, TX 75034
(214) 778-1500

LOT 11R AND 12R:
SICTOWN CENTER
PARTNERS, L.P.
2701 E. PRESIDENT GEORGE
BURKHART, SUITE 300
PLANO, TX 75074
877-832-9800

LOT 10R:
PERFECT BUILDERS
3704 PRESTON PLACE,
SUITE 200
DALLAS, TX 75248
214-464-7230

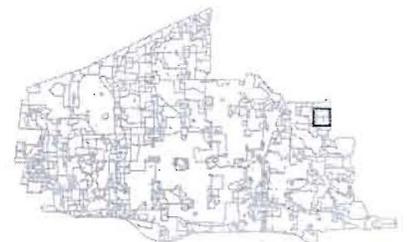
PREPARED BY
CORWIN ENGINEERING, INC.
TBE FIRM #5951
200 W. BELMONT, SUITE E
ALLEN, TEXAS 75013
(479) 399-1200
NOVEMBER 2010



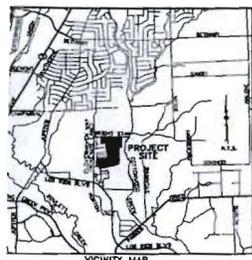
Item Submitted: REVISED PRELIMINARY PLAT

Title: TRAILS OF GLENWOOD, PHASE 2

Zoning: SINGLE-FAMILY RESIDENCE-7 & SINGLE-FAMILY RESIDENCE-6



○ 200' Notification Buffer



VICINITY MAP
NOT TO SCALE



**PROPOSED
REPLAT
PHASE 1**

**EXISTING
PHASE 1**

**PROPOSED
PHASE 2**

**EXISTING
PHASE 1**

**FUTURE
PHASE 3**

**FUTURE
PHASE 4**



OVERALL PROPERTY EXHIBIT
FOR INFORMATIONAL USE ONLY

REVISED PRELIMINARY PLAT
OF
TRAILS OF GLENWOOD, PHASE 2

OUT OF THE
J.O. STRAUGHAN SURVEY, ABST. # 825
& A.M. HETFIELD SURVEY, ABST. # 432
IN THE
CITY OF PLANO, COLLIN COUNTY, TEXAS

52.036 ACRES / TOTAL 211 LOTS
122 LOTS AT SF-6 AND
89 LOTS AT SF-7 AND

OWNER/DEVELOPER: TOG DEVELOPMENT I, LLC
15455 DALLAS PARKWAY
SUITE 1000
ADDISON, TEXAS 75001

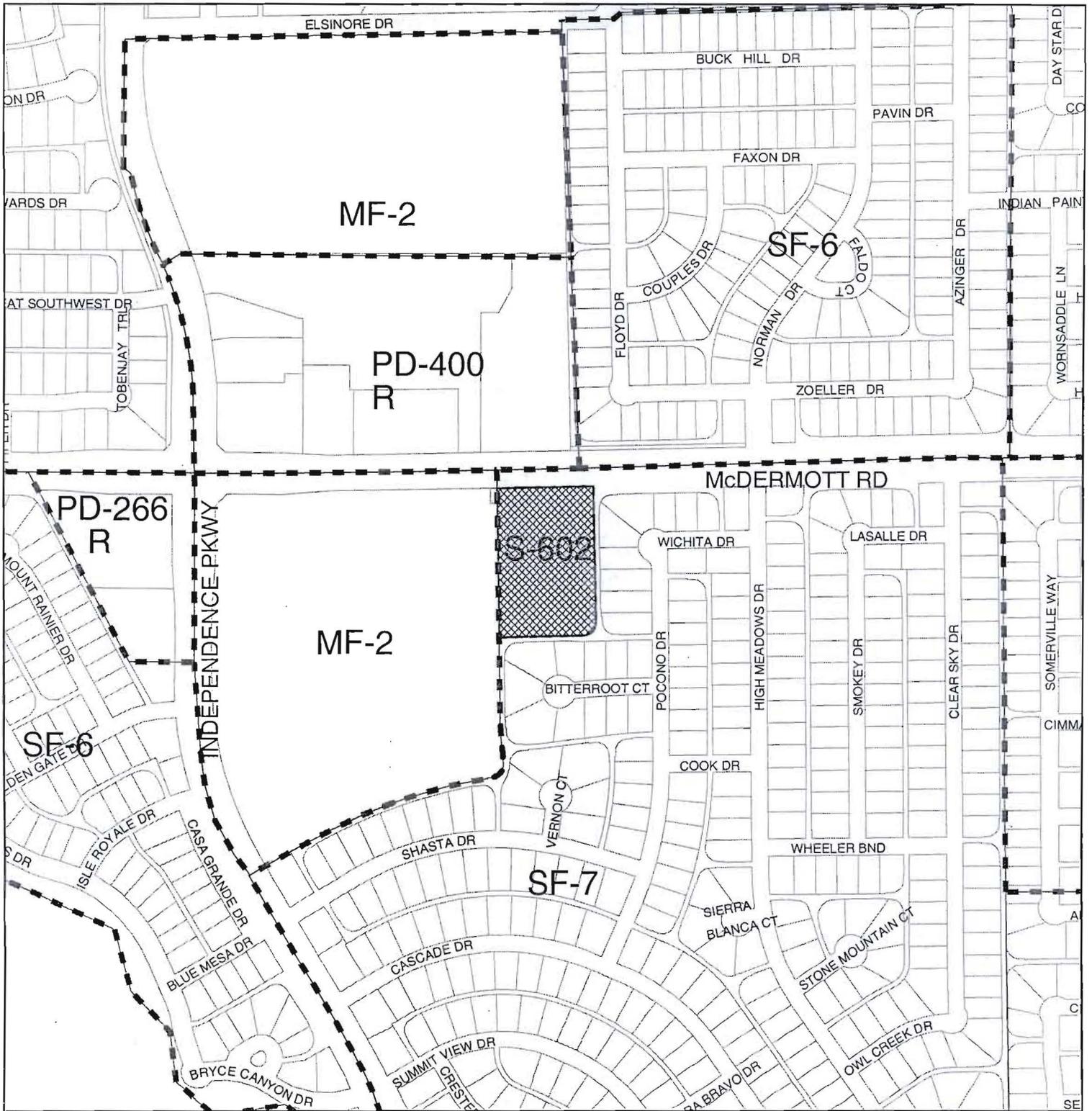
OWNER/DEVELOPER: TOG DEVELOPMENT II, LLC
15455 DALLAS PARKWAY
SUITE 1000
ADDISON, TEXAS 75001

ENGINEER/SURVEYOR: **JACOBS**

7000 ELAMWOOD DRIVE, DALLAS, TX 75247-4881
PHONE 214-636-6145 FAX 214-636-0447

NOVEMBER, 2010
SHEET 3 OF 3

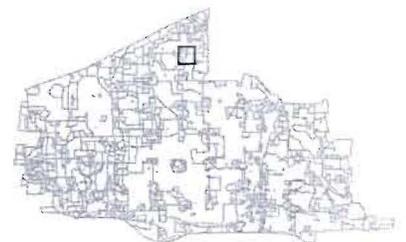
THIS PLAT FILED IN CABINET ____ PAGE ____



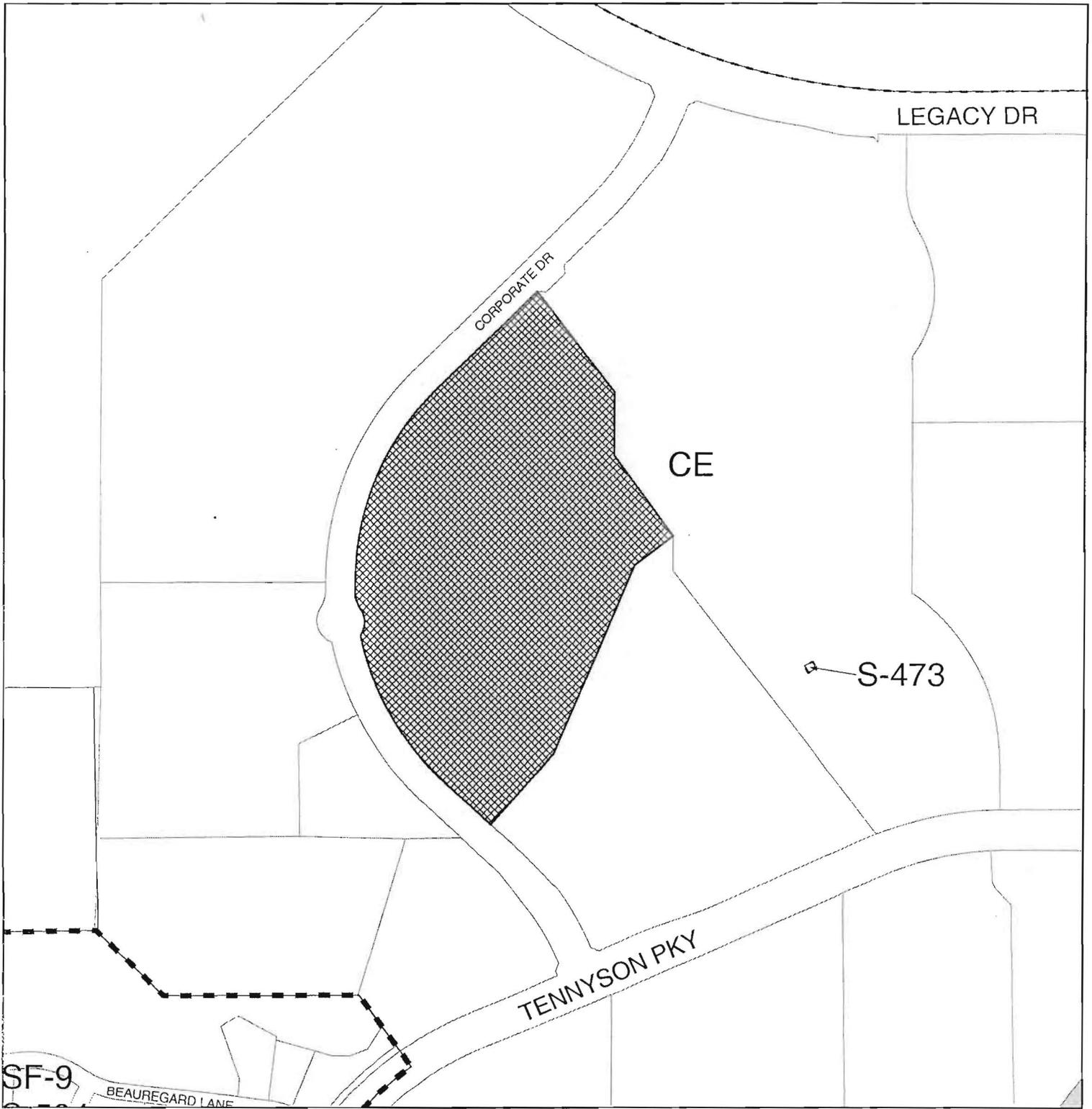
Item Submitted: FINAL PLAT

Title: NORTHPOINTE ASSEMBLY OF GOD
BLOCK A, LOT 1

Zoning: SINGLE-FAMILY RESIDENCE-7 w/SPECIFIC USE PERMIT #602



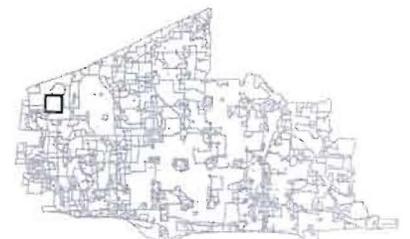
○ 200' Notification Buffer



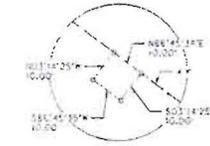
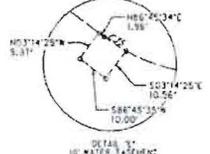
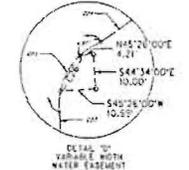
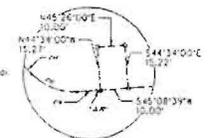
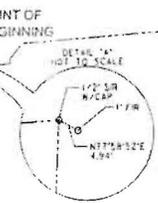
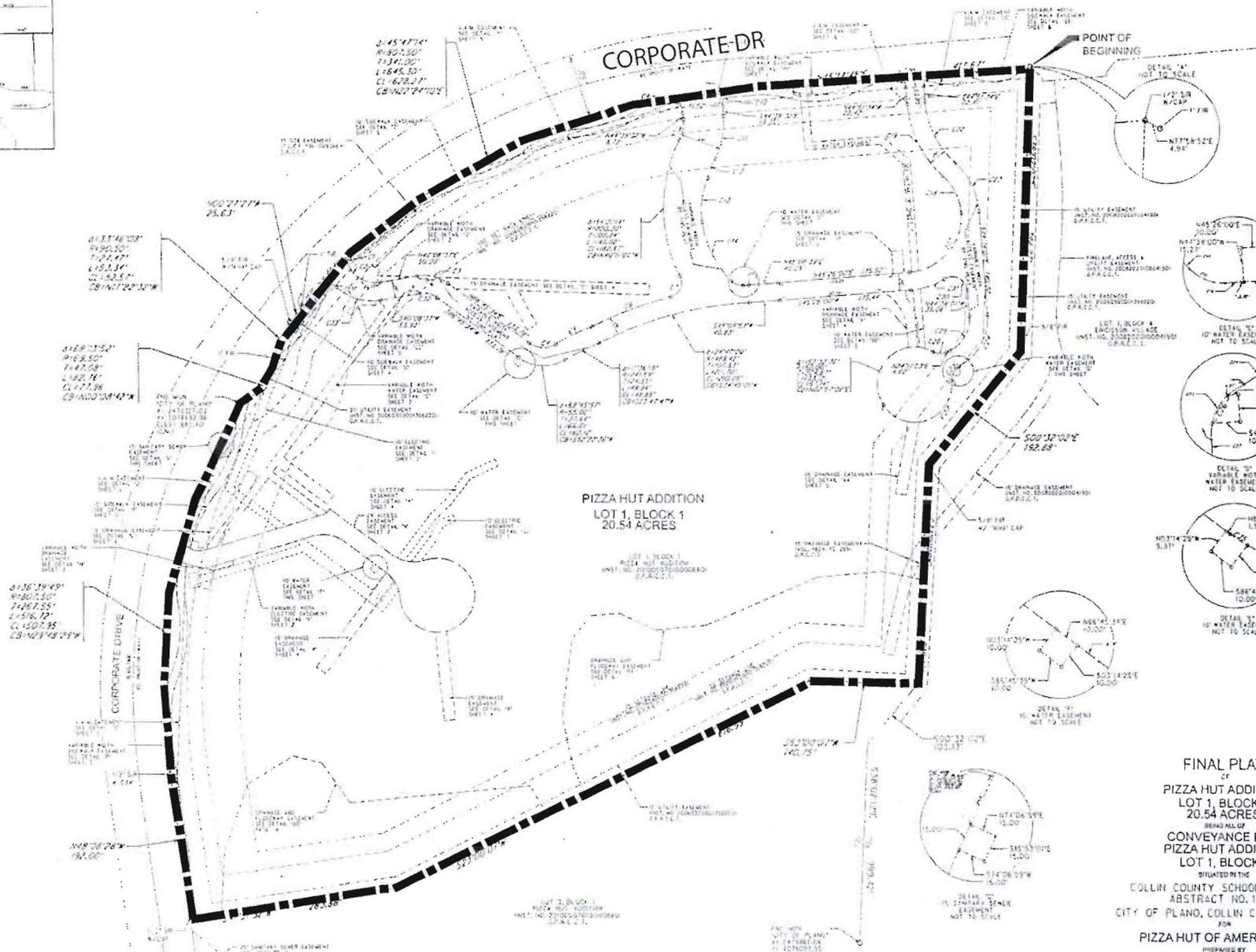
Item Submitted: FINAL PLAT

Title: PIZZA HUT ADDITION
BLOCK 1, LOT 1

Zoning: COMMERCIAL EMPLOYMENT



○ 200' Notification Buffer

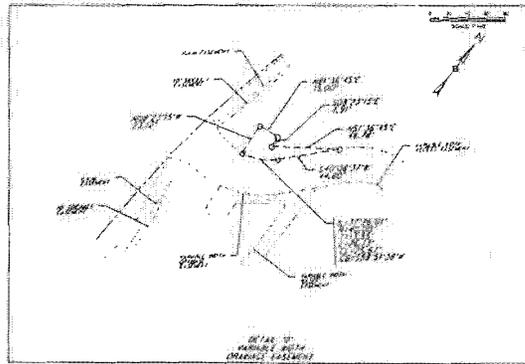
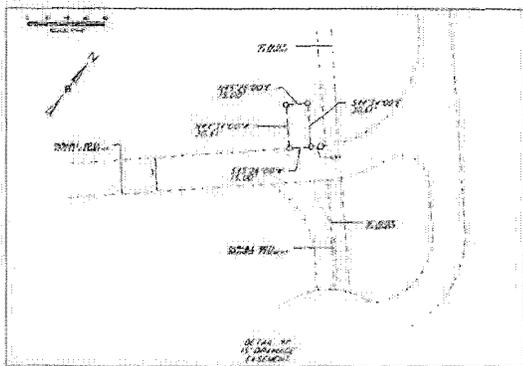
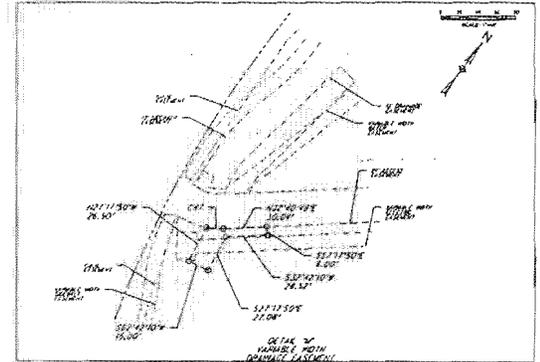
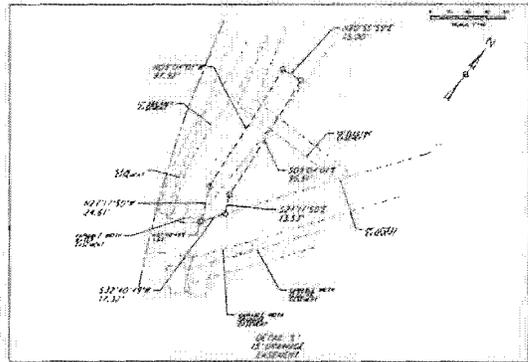
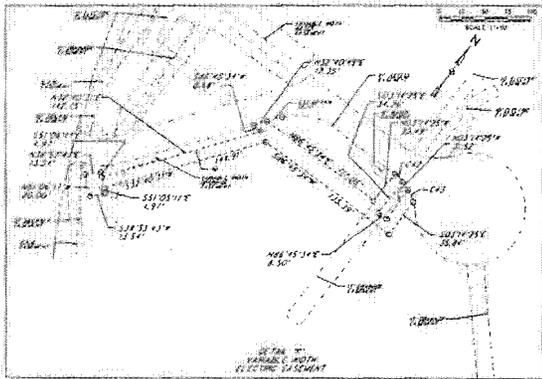
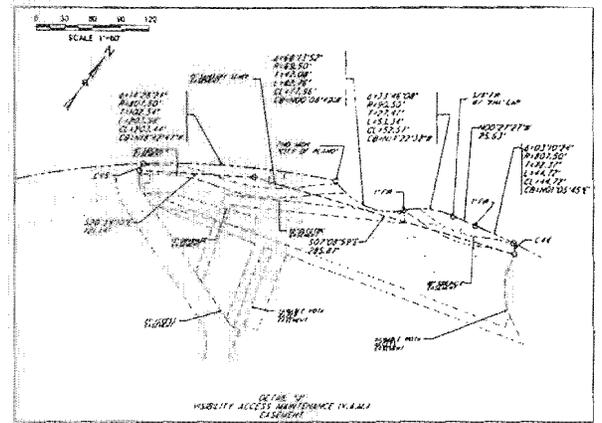
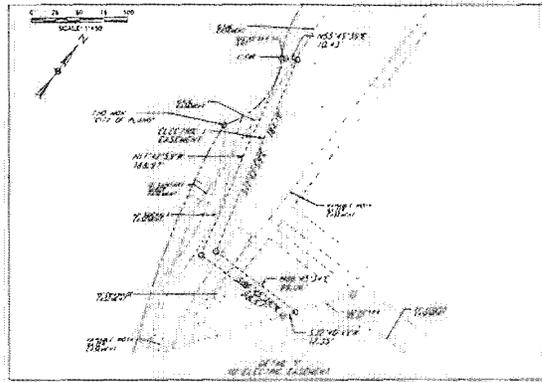
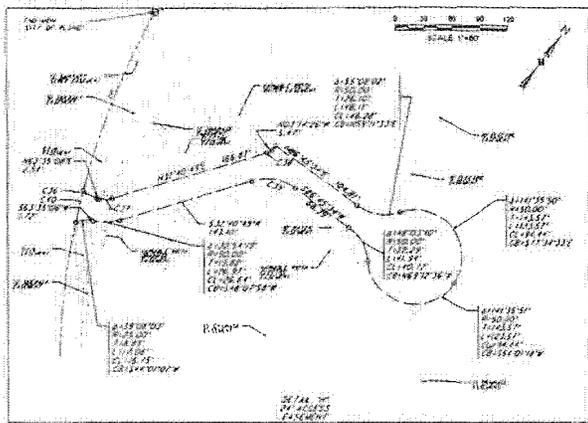


FINAL PLAT
 OF
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 20.54 ACRES
 BEHALF OF
 CONVEYANCE PLAT
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 SITUATED IN THE
 COLLIN COUNTY SCHOOL SURVEY,
 ABSTRACT NO. 150
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 FOR
 PIZZA HUT OF AMERICA, INC.

DATE: 11/15/11
 SHEET NO. 1 OF 1
 PREPARED BY: HALFF ASSOCIATES
 CHECKED BY: [Name]
 APPROVED BY: [Name]

CONVEYOR INFORMATION
 PIZZA HUT OF AMERICA, INC.
 ATTORNEY: ROBERT L. DAVIS
 1800 PARKWAY, SUITE 1000
 FORT WORTH, TEXAS 76104
 (817) 338-8800

PREPARED BY
HALFF
 3000 WINDYBUSH BLVD, SUITE 300
 FORT WORTH, TEXAS 76104
 TEL: (817) 441-1000
 FAX: (817) 441-1001
 WWW.HALFF.COM

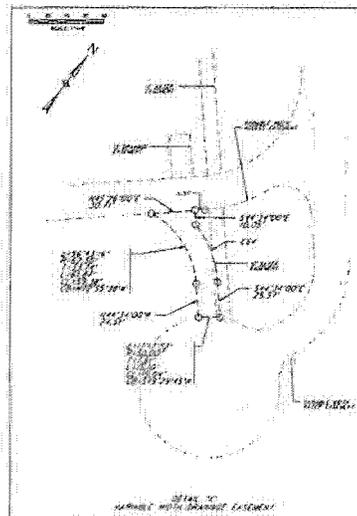
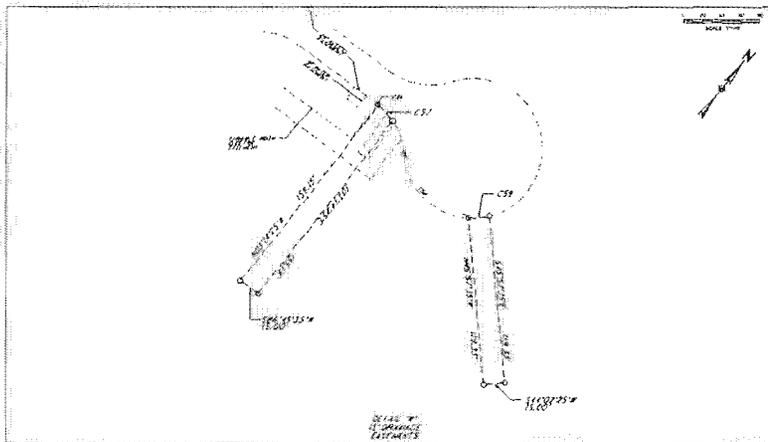
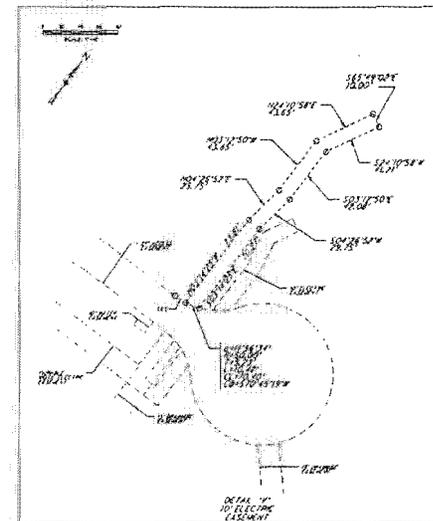
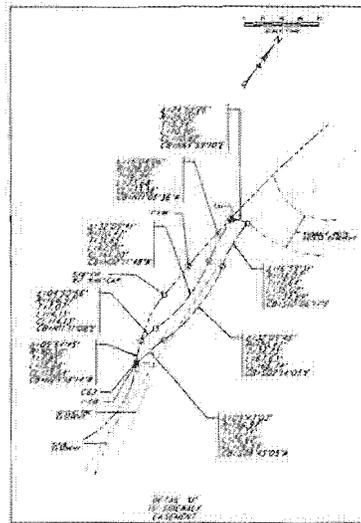
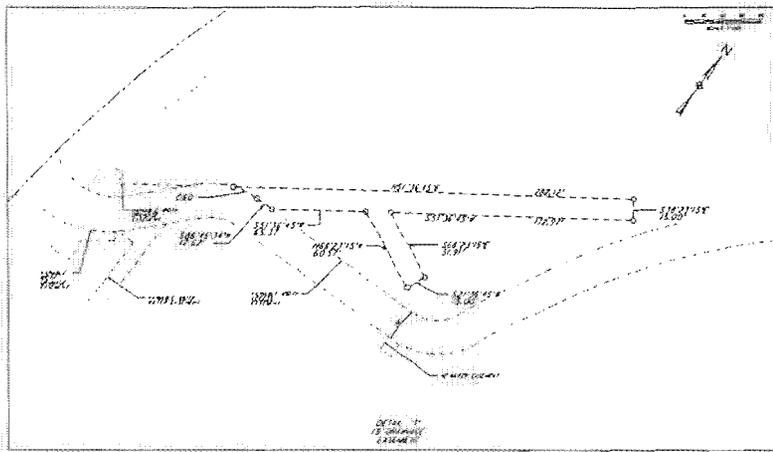


FINAL PLAT
 OF
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 20.54 ACRES
 CONVEYANCE PLAT
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 SITUATED IN THE
 COLLIN COUNTY SCHOOL SURVEY,
 ABSTRACT NO. 150
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 FOR
 PIZZA HUT OF AMERICA, INC.
 PREPARED BY

HALFF
 1800 HENRY AVENUE, SUITE 100
 FORT WORTH, TEXAS 76104-1147
 PHONE: (817) 339-1147
 FAX: (817) 339-1147
 SCALE AS NOTED - DATE 07/01/04 - SHEET NO. 0001 OF 0001

FOR INFORMATION
 HALFF ASSOCIATES
 2770 ROBERT O. GAY
 3501 PARKWOOD BLVD., SUITE 300
 FORT WORTH, TEXAS 76106
 (817) 338-4170

OWNER BY ORINATION
 PIZZA HUT OF AMERICA, INC.
 ATTN: AL KITCHENBERG
 1480 DALLAS PARKWAY
 DALLAS, TX 75244
 (214) 348-8455



FINAL PLAT
 OF
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 20.54 ACRES
 BEING ALL OF
 CONVEYANCE PLAT
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 SITUATED IN THE
 COLLIN COUNTY SCHOOL SURVEY,
 ABSTRACT NO. 150
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 FOR
 PIZZA HUT OF AMERICA, INC.
 PREPARED BY

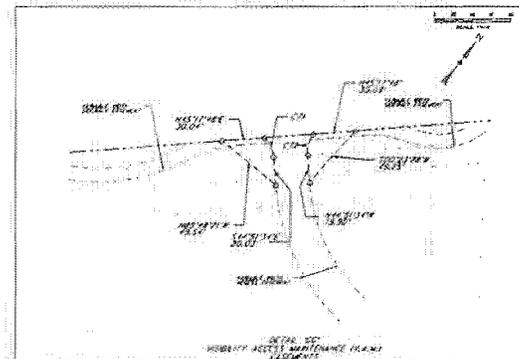
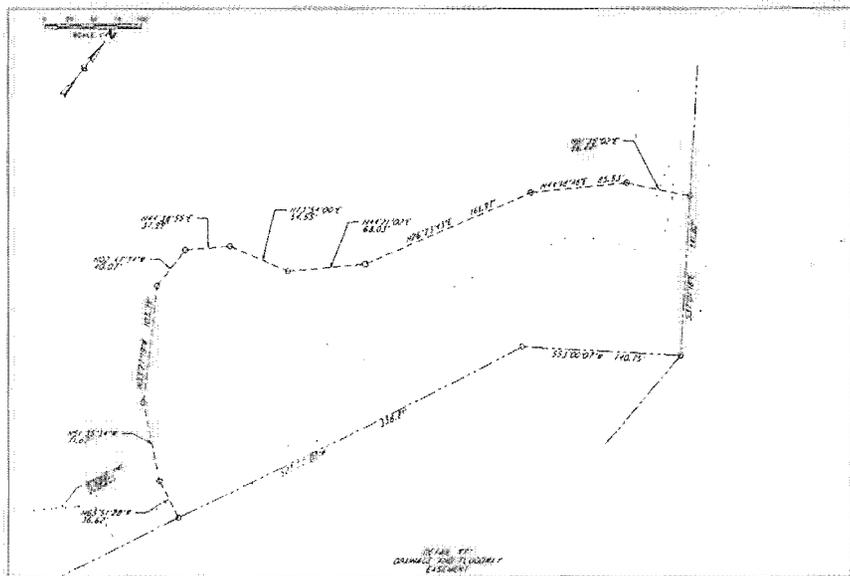
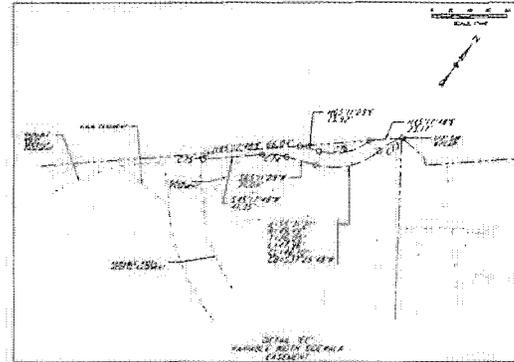
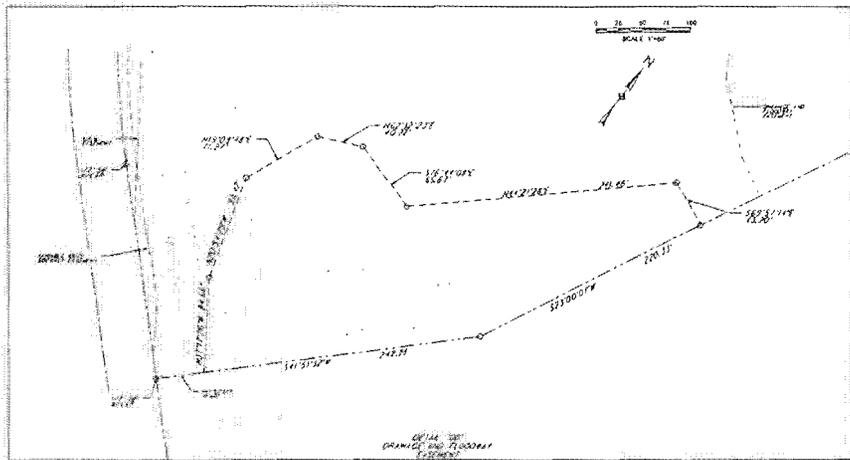
HALFF

3801 PARKWAY BLVD, SUITE 100
 FORT WORTH, TEXAS 76104
 TEL: 817-335-8800

SURVEYOR INFORMATION
 HALFF ASSOCIATES
 ATTN: ROBERT C. GAYLUS
 1801 PARKWOOD BLVD., SUITE 300
 FORT WORTH, TEXAS 76104
 TEL: 817-335-8800

OWNER INFORMATION
 PIZZA HUT OF AMERICA, INC.
 ATTN: AL LITCHENBERG
 THREE DOLLAR PARKWAY
 DALLAS, TX 75234
 TEL: 214-236-8800

SCALE AS NOTED - INDICATED DATE NOVEMBER 2014 - PAGE 1 OF 1

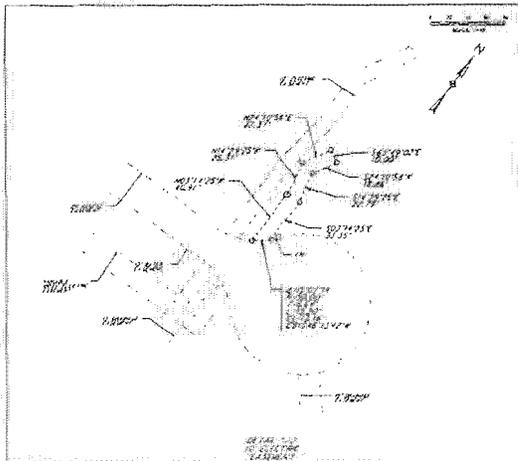
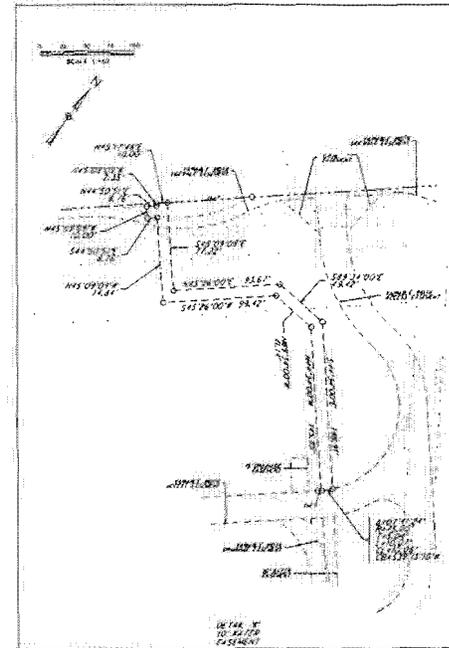
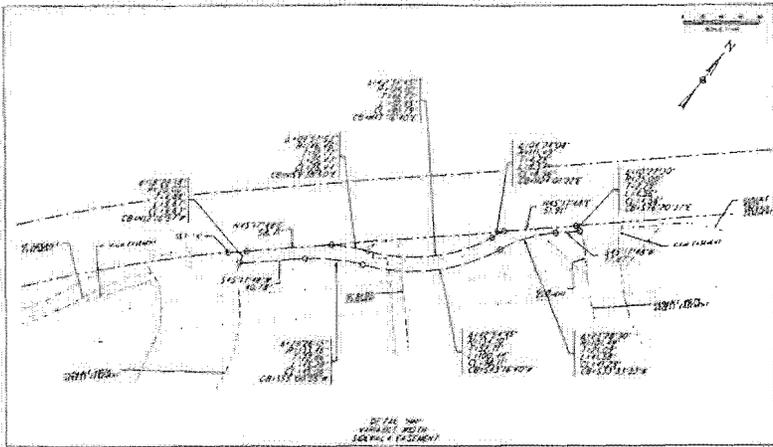


FINAL PLAT
 OF
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 20.54 ACRES
 BEING ALL OF
 CONVEYANCE PLAT
 PIZZA HUT ADDITION
 LOT 1, BLOCK 1
 SITUATED IN THE
 COLLIN COUNTY SCHOOL SURVEY,
 ABSTRACT NO. 150
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 FOR
 PIZZA HUT OF AMERICA, INC.
 PREPARED BY

SURVEYOR INFORMATION
 HALFF CORPORATION
 ATTN: ROBERT L. HAYES
 3801 PARKWOOD BLVD., SUITE 500
 FORT WORTH, TEXAS 76104
 817-618-4630

OWNER INFORMATION
 PIZZA HUT OF AMERICA, INC.
 ATTN: GAIL LITCHEBURG
 14445 DALLAS PARKWAY
 DALLAS, TEXAS 75244
 972-358-8456

HALFF
 301 PARKWOOD BLVD., SUITE 500
 FORT WORTH, TEXAS 76104
 TELEPHONE: 817-618-4630
 SCALE: AS NOTED DATE: NOVEMBER 2012 PAGE 6 OF 6



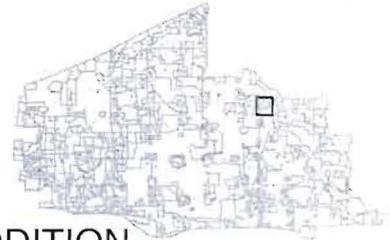
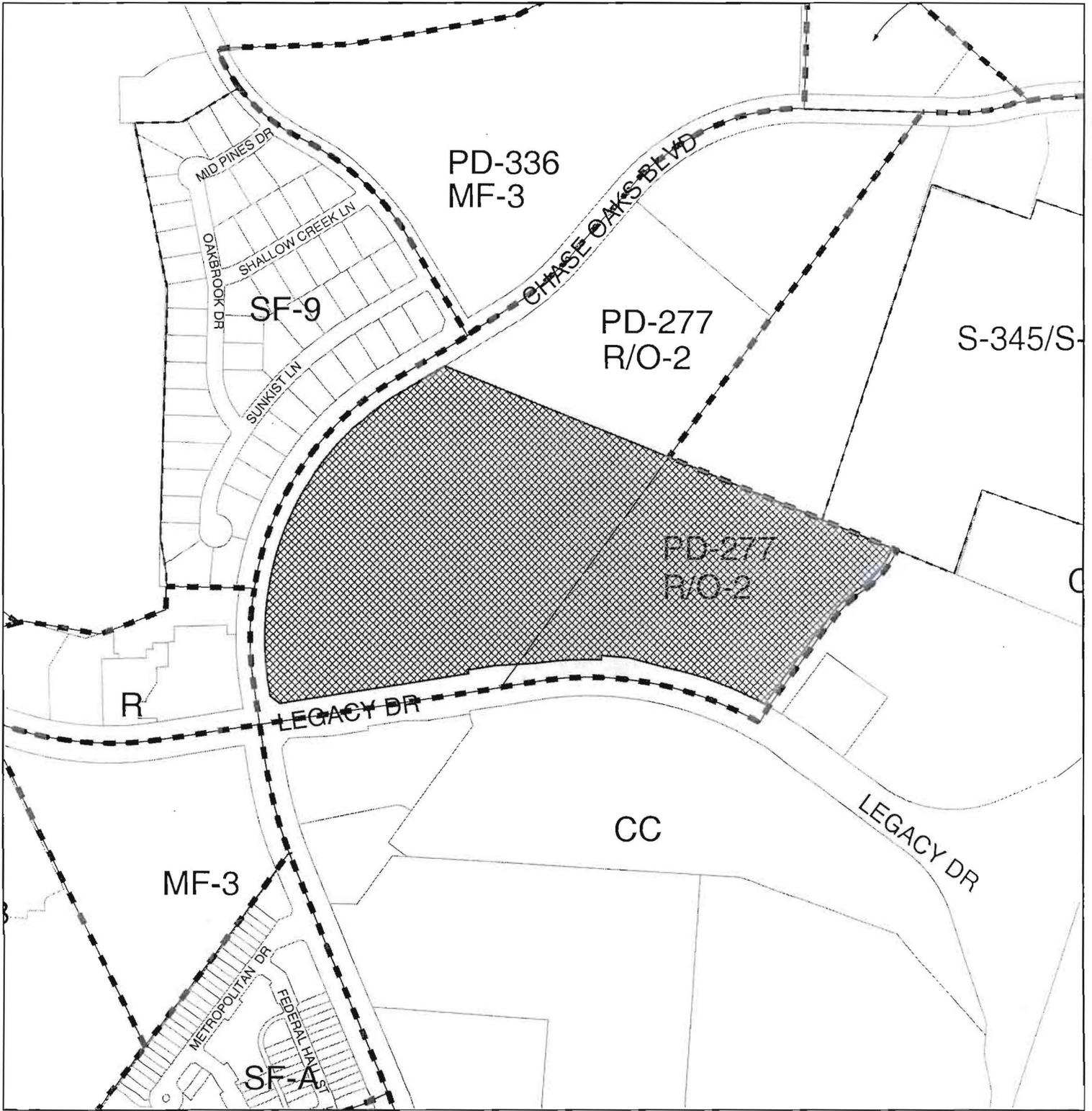
FINAL PLAT
OF
PIZZA HUT ADDITION
LOT 1, BLOCK 1
20.54 ACRES
REMAINDER OF
CONVEYANCE PLAT
PIZZA HUT ADDITION
LOT 1, BLOCK 1
SITUATED IN THE
COLLIN COUNTY SCHOOL SURVEY,
ABSTRACT NO. 150
CITY OF PLANO, COLLIN COUNTY, TEXAS
FOR
PIZZA HUT OF AMERICA, INC.
PREPARED BY

SURVEYOR INFORMATION
HALFF ASSOCIATES
ATTN: ROBERT L. LEASE
3800 PARKWOOD BLVD., SUITE 500
FROST, TX 75041
214-468-4572

OWNER INFORMATION
PIZZA HUT OF AMERICA, INC.
ATTN: AL CLOUGHMORE
1000 DALLAS FORTWORTH
DALLAS, TX 75244
972-328-8455

HALFF
3800 PARKWOOD BLVD., SUITE 500
FROST, TEXAS 75041
TEL: 214-468-4572 FAX: 214-468-4574

SCALE AS NOTED AND DETAILED DATE: NOVEMBER, 2012 PAGE 2 OF 4



Item Submitted: REVISED SITE PLAN

Title: FELLOWSHIP BIBLE CHURCH - NORTH ADDITION
BLOCK A, LOT 1

Zoning: PLANNED DEVELOPMENT-277-RETAIL/GENERAL OFFICE



○ 200' Notification Buffer

PREVIOUSLY APPROVED SITE PLAN

SITE DATA SUMMARY TABLE

	Worship Center	Youth Administration	Total
Zoning	PG 377 R/O-2		
Proposed Use	Church		
Lot Area in Sq Ft	1,206,773		
Building Square Footage	143,485	35,825	179,310
Building Height	32 to 60'	42'	32'
Stories	1 to 2	1, 2, 3	2
Seats	3500	500	
Lot Coverage	15.7%		
Floor Area Ratio	1:4.34*		
Number of Living Units	None		
Parking Basis	1/5 Seats	1/3 Seats	1/200 SF
Parking Provided	700	187	50
Handicap Provided	1443		
Handicap Ratio	25		
Interior Landscaping Required	8,178		
Interior Landscaping Provided	20,508		
Total Square Footage of Improved Surface	423,882		

* Footprint (Total including 2nd floor = 260,515 SF)
 ** Includes 2nd Floor Area

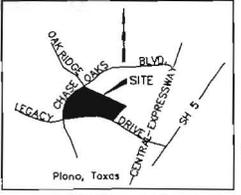
STANDARD GENERAL NOTES

1. Buildings 6,000 square feet or greater shall be 100% fire sprinkled.
2. Fire lanes shall be designed and constructed per city standards.
3. Handicapped parking areas shall be designed and provided per city standards and shall comply with requirements of the current, adopted International Building Code.
4. Four foot wide sidewalks shall be provided 2.5 feet off of the property line within the rights of way, unless a sidewalk easement is provided for a meandering 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.
5. Mechanical units, dumpsters and trash compactors shall be screened in accordance with the Zoning Ordinance.
6. All signage contingent upon approval by Building Inspection Department.
7. Approval of the site plan is not final until all engineering plans are approved.
8. Open storage, where permitted, shall be screened in accordance with the zoning Ordinance.
9. Building facades within the development shall be compatible, as provided in the Retail Corner Design Guidelines.
10. Outdoor lighting shall comply with Illumination standards within Section 6-485 of the Code of Ordinances.
11. Please contact the Building Inspection Department to determine the type of construction and occupancy group.
12. All electrical transmission, distribution and service lines must be underground.
13. Uses shall conform in operation, location, and construction to the following performance standards in Section 3-1300 of the Zoning Code: noise, smoke and particulate matter, odoriferous matter, fire or explosive hazard materials, toxic and noxious matter, vibration and/or other performance standards.

LANDSCAPING

Most islands will have 2 trees.
 Trees along Legacy and Chase Oaks will be within 15' of property line and spaced at 50' on center.
 All islands will have ground cover.

Site Plan

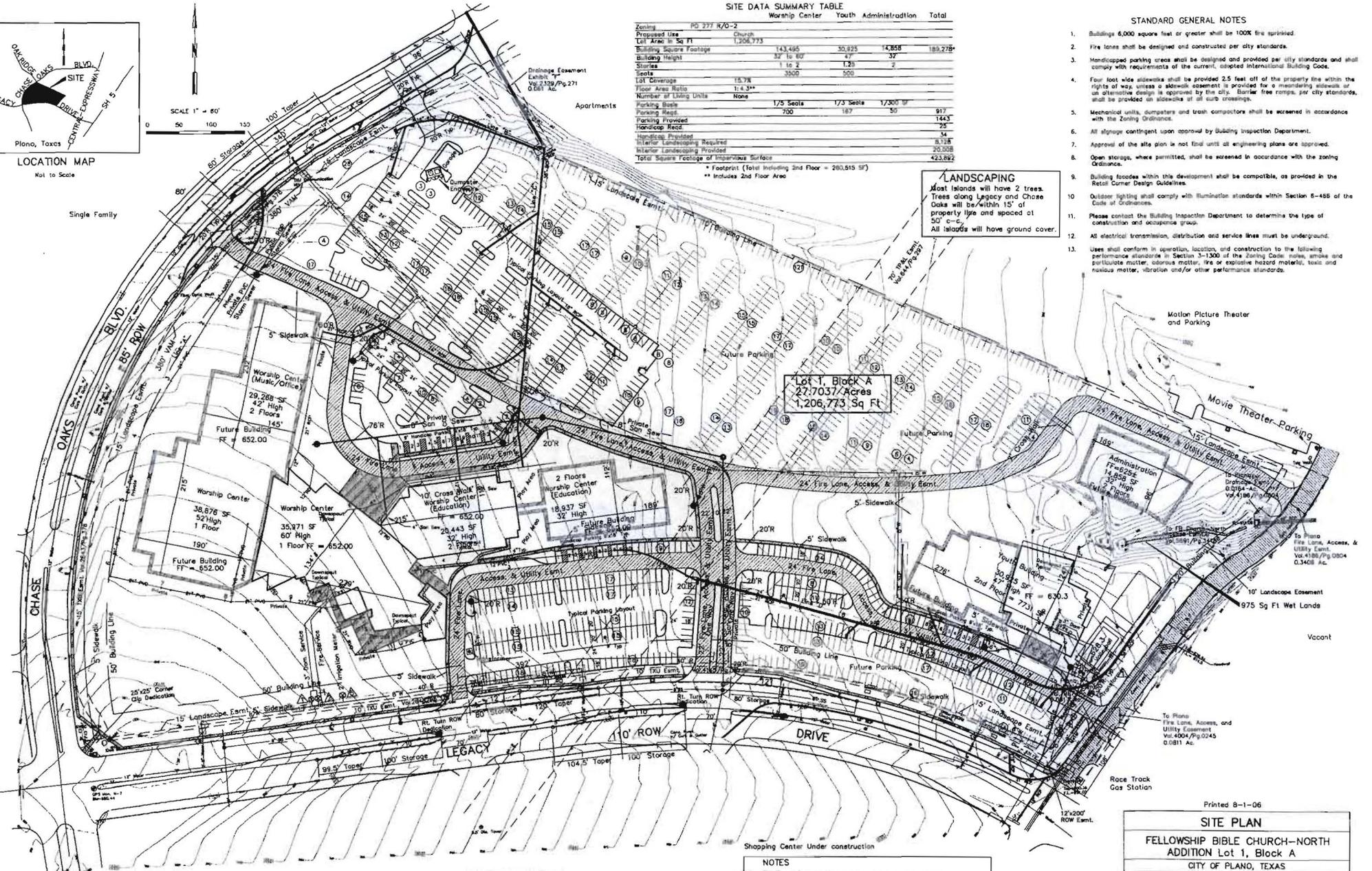


LOCATION MAP
 Not to Scale



Single Family

Shopping Center



Lot 1, Block A
 27,7037 Acres
 1,206,773 Sq Ft

WATER METER SCHEDULE

Type	Type	Water Size	No	San Sew
△△△	Dom.	2"	4	8"
△△	Irr.	2"	2	—

Proposed Shopping Center

NOTES

1. No Fences
2. Garage and Dumpster facades to match Buildings. Dumpster to have 7' tall wall enclosure with solid metal gates.
3. Tree area in NE corner not in USDC wetland.
4. Tree area contains 97-8" to 14" trees and 1-36" dia. tree. Most trees are Cedar Elm. Others are Ash and Poplar.

Printed 8-1-06

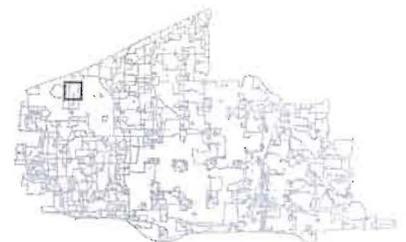
SITE PLAN						
FELLOWSHIP BIBLE CHURCH-NORTH						
ADDITION Lot 1, Block A						
CITY OF PLANO, TEXAS						
F&S PARTNERS and BSM ENGINEERS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO
F&S	BSM	5-06	1"=60'	BSM		542



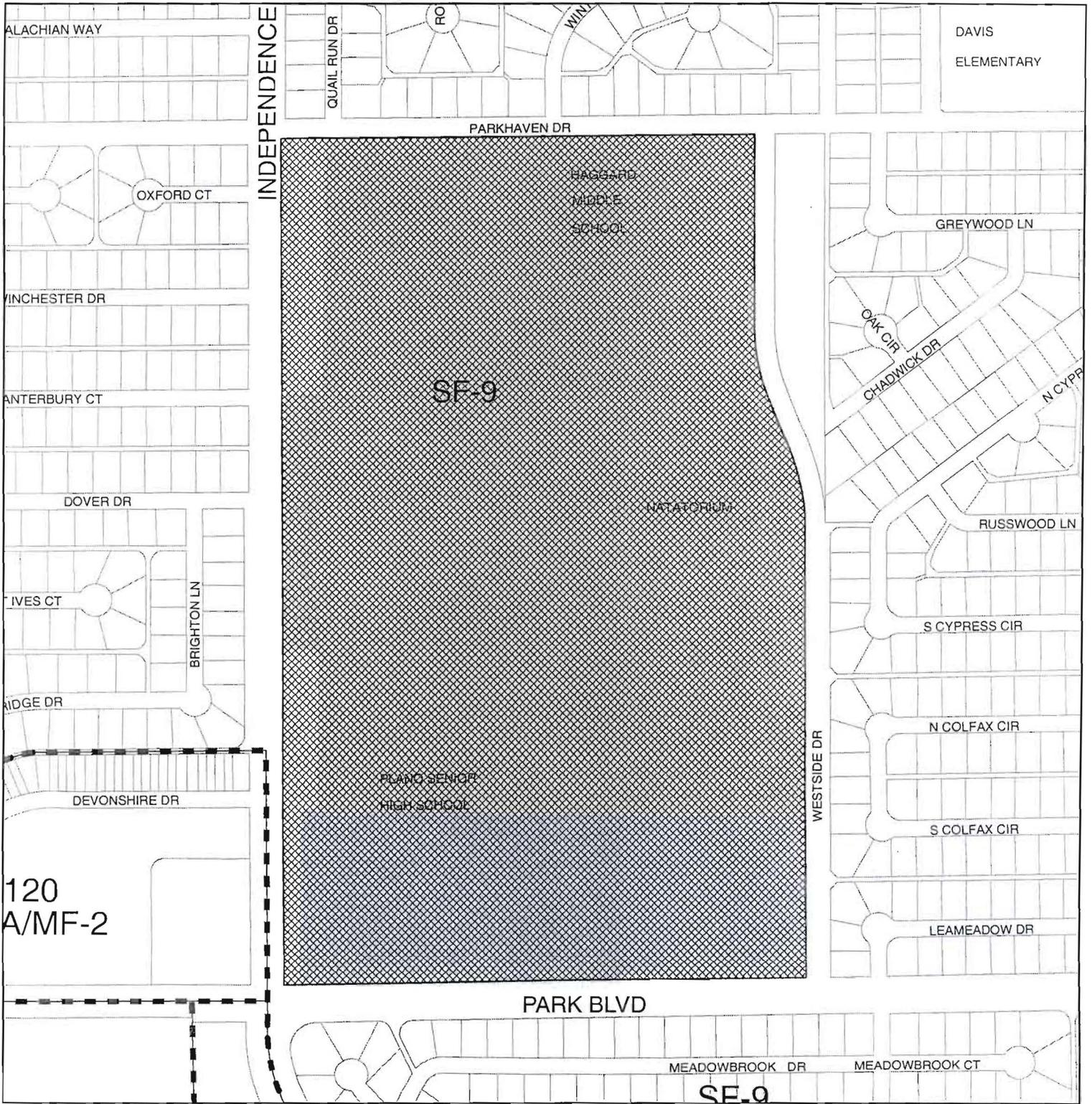
Item Submitted: PRELIMINARY PLAT

Title: LEGACY TOWN CENTER (NORTH)
BLOCK C, LOT 2

Zoning: PLANNED DEVELOPMENT-65-CENTRAL BUSINESS-1/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT

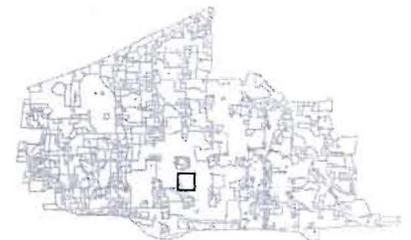


○ 200' Notification Buffer



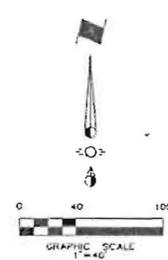
Item Submitted: REVISED SITE PLAN

Title: PARK BLVD. ESTATES WEST
SCHOOL SITE NO. 2
BLOCK A, LOT 1R

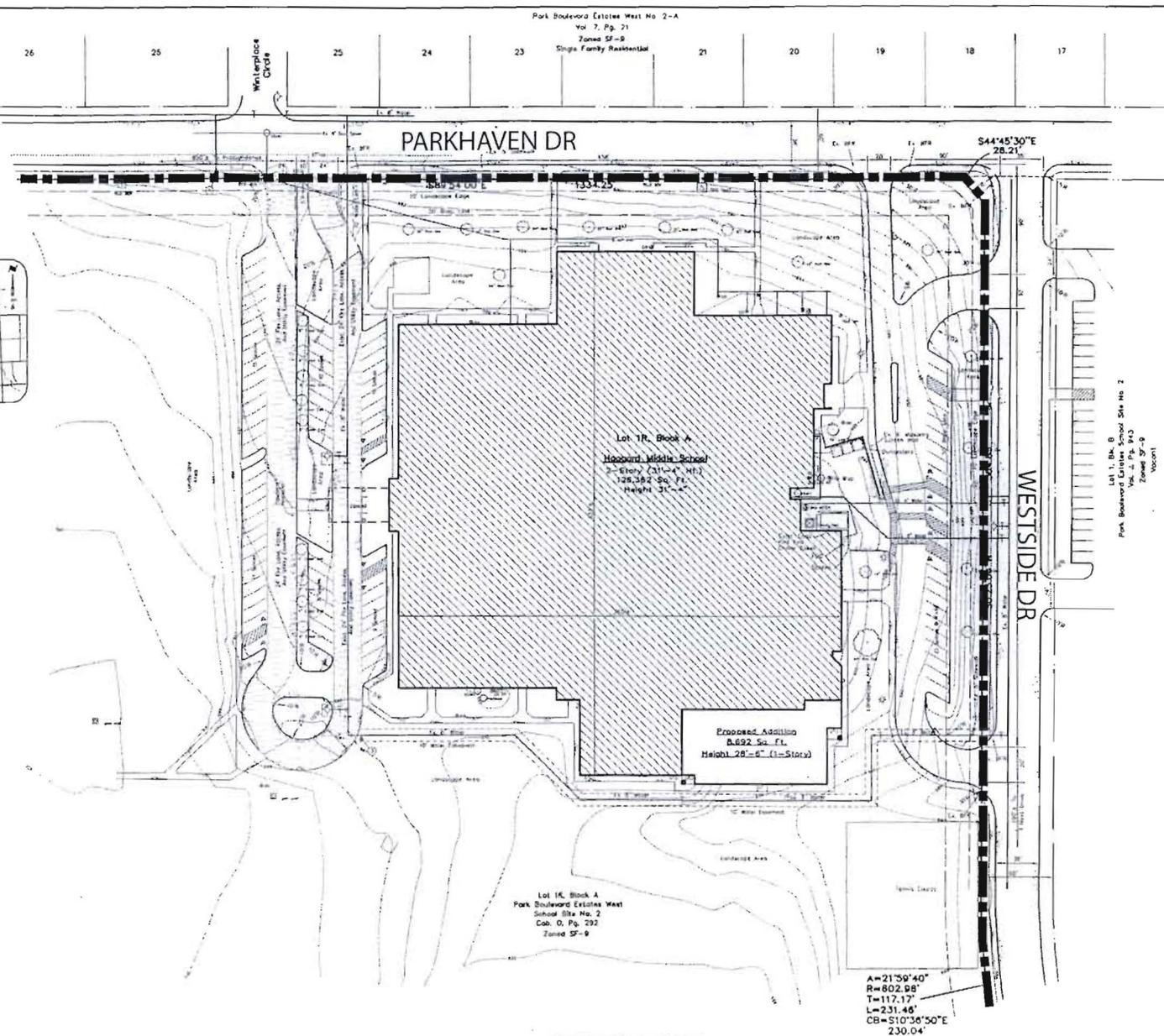


Zoning: SINGLE-FAMILY RESIDENCE-9

○ 200' Notification Buffer



VICINITY MAP
HTS



Park Boulevard Estates West No 2-A
Vol 7, Pg. 21
Zone SF-8
Single Family Residential

PARKHAVEN DR

WESTSIDE DR

Lot 1R, Block A
Hoopwood Middle School
2-Story (31'-4" Ht.)
135,384 Sq. Ft.
Height 35'-4"

Proposed Addition
8,692 Sq. Ft.
Height 28'-6" (1-Story)

Lot 1K, Block A
Park Boulevard Estates West
School Site No. 2
Cob. O, Pg. 292
Zone SF-9

A=21°39'40"
R=602.98'
T=117.17'
L=231.46'
CB=S10°36'50"E
230.04'

Symbol	Type	Size	Material	Notes
1	Water Main	18"	Cast Iron	Underground
2	Sewer	18"	Cast Iron	Underground
3	Water Main	12"	Cast Iron	Underground
4	Sewer	12"	Cast Iron	Underground

PURPOSE OF REVISED SITE PLAN:
To add a 8,692 sq. ft. music addition
at the southeast corner of the school.

SITE PLAN NOTES

1. Building 1,500+ sq. ft. greater square feet shall be noted by the architect.
2. Fire areas shall be designed and constructed per 102-14.01.01.
3. Handicapped parking areas shall be provided and constructed per city standards and shall comply with requirements of the state, federal, and International Building Code.
4. Four foot wide sidewalks shall be provided 2 1/2 feet up to the property line within the right-of-way unless a sidewalk easement is provided for a driveway, garage, or an entrance design is approved by the City. Handicapped ramps for City sidewalks shall be provided on sidewalks at all curb crossings.
5. Mechanical units, ductwork and other equipment shall be screened or concealed with the Building Exterior.
6. An Aspire landscape plan prepared by a Landscape Architect shall be submitted.
7. Approval of the Site Plan by the City shall be required by the Planning Department.
8. Deck structures, where permitted, shall be screened in accordance with the existing landscape.
9. Building facades within the development shall be completed, as provided in the Final Concept Design Submittal.
10. Exterior lighting shall comply with minimum standards within section 8.05B of the Code of Ordinances.
11. Please contact the Building Inspection Department to determine type of foundation and occupancy group.
12. All exterior mechanical, distribution and service lines shall be underground.
13. Trees shall remain in place, including location and protection to the following performance standards in Section 7-1.05B of the Planning Code. Trees, shrubs and perennials, exterior, site and interior, use and approved landscape materials, used and location, height, retention and other performance standards.

SITE DATA SUMMARY TABLE

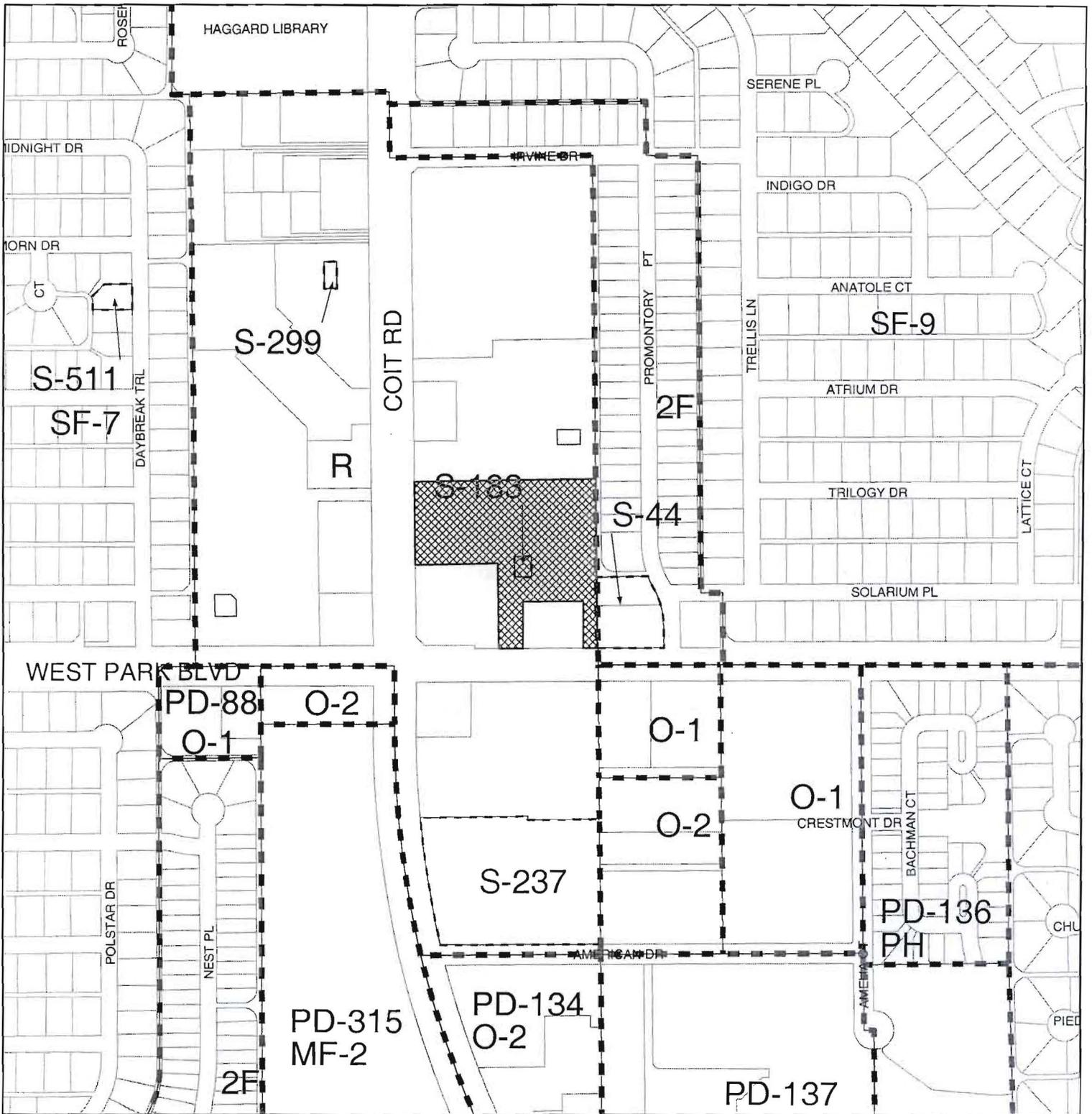
Item	Quantity	Unit
Lot Area (Total)	89,443	Sq. Ft.
Lot Area (Lot 1R)	135,384	Sq. Ft.
Lot Area (Lot 1K)	135,384	Sq. Ft.
Lot Area (Lot 1J)	135,384	Sq. Ft.
Lot Area (Lot 1I)	135,384	Sq. Ft.
Lot Area (Lot 1H)	135,384	Sq. Ft.
Lot Area (Lot 1G)	135,384	Sq. Ft.
Lot Area (Lot 1F)	135,384	Sq. Ft.
Lot Area (Lot 1E)	135,384	Sq. Ft.
Lot Area (Lot 1D)	135,384	Sq. Ft.
Lot Area (Lot 1C)	135,384	Sq. Ft.
Lot Area (Lot 1B)	135,384	Sq. Ft.
Lot Area (Lot 1A)	135,384	Sq. Ft.
Lot Area (Lot 1)	135,384	Sq. Ft.
Lot Area (Lot 2)	135,384	Sq. Ft.
Lot Area (Lot 3)	135,384	Sq. Ft.
Lot Area (Lot 4)	135,384	Sq. Ft.
Lot Area (Lot 5)	135,384	Sq. Ft.
Lot Area (Lot 6)	135,384	Sq. Ft.
Lot Area (Lot 7)	135,384	Sq. Ft.
Lot Area (Lot 8)	135,384	Sq. Ft.
Lot Area (Lot 9)	135,384	Sq. Ft.
Lot Area (Lot 10)	135,384	Sq. Ft.
Lot Area (Lot 11)	135,384	Sq. Ft.
Lot Area (Lot 12)	135,384	Sq. Ft.
Lot Area (Lot 13)	135,384	Sq. Ft.
Lot Area (Lot 14)	135,384	Sq. Ft.
Lot Area (Lot 15)	135,384	Sq. Ft.
Lot Area (Lot 16)	135,384	Sq. Ft.
Lot Area (Lot 17)	135,384	Sq. Ft.
Lot Area (Lot 18)	135,384	Sq. Ft.
Lot Area (Lot 19)	135,384	Sq. Ft.
Lot Area (Lot 20)	135,384	Sq. Ft.
Lot Area (Lot 21)	135,384	Sq. Ft.
Lot Area (Lot 22)	135,384	Sq. Ft.
Lot Area (Lot 23)	135,384	Sq. Ft.
Lot Area (Lot 24)	135,384	Sq. Ft.
Lot Area (Lot 25)	135,384	Sq. Ft.
Lot Area (Lot 26)	135,384	Sq. Ft.
Lot Area (Lot 27)	135,384	Sq. Ft.
Lot Area (Lot 28)	135,384	Sq. Ft.
Lot Area (Lot 29)	135,384	Sq. Ft.
Lot Area (Lot 30)	135,384	Sq. Ft.
Lot Area (Lot 31)	135,384	Sq. Ft.
Lot Area (Lot 32)	135,384	Sq. Ft.
Lot Area (Lot 33)	135,384	Sq. Ft.
Lot Area (Lot 34)	135,384	Sq. Ft.
Lot Area (Lot 35)	135,384	Sq. Ft.
Lot Area (Lot 36)	135,384	Sq. Ft.
Lot Area (Lot 37)	135,384	Sq. Ft.
Lot Area (Lot 38)	135,384	Sq. Ft.
Lot Area (Lot 39)	135,384	Sq. Ft.
Lot Area (Lot 40)	135,384	Sq. Ft.
Lot Area (Lot 41)	135,384	Sq. Ft.
Lot Area (Lot 42)	135,384	Sq. Ft.
Lot Area (Lot 43)	135,384	Sq. Ft.
Lot Area (Lot 44)	135,384	Sq. Ft.
Lot Area (Lot 45)	135,384	Sq. Ft.
Lot Area (Lot 46)	135,384	Sq. Ft.
Lot Area (Lot 47)	135,384	Sq. Ft.
Lot Area (Lot 48)	135,384	Sq. Ft.
Lot Area (Lot 49)	135,384	Sq. Ft.
Lot Area (Lot 50)	135,384	Sq. Ft.

REVISED SITE PLAN
PARK BLVD.
ESTATES WEST
SCHOOL SITE No. 2
LOT 1R, BLOCK A
89,443 Acres Situated In The
M.C. & S. OWENS SURVEY ~ ABST. 672
PLANO, COLLIN COUNTY, TEXAS

Owner
Plano Independent School District
8800 Alma Drive
Plano, Texas 75023
Telephone 469 752-1480

Engineer
RLK Engineering, Inc.
Texas Registration No. 579
111 West Main Street
Allen, Texas 75013
Telephone 972 358-1733

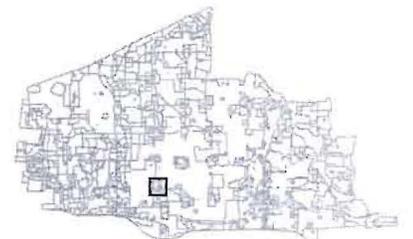
November 12, 2010



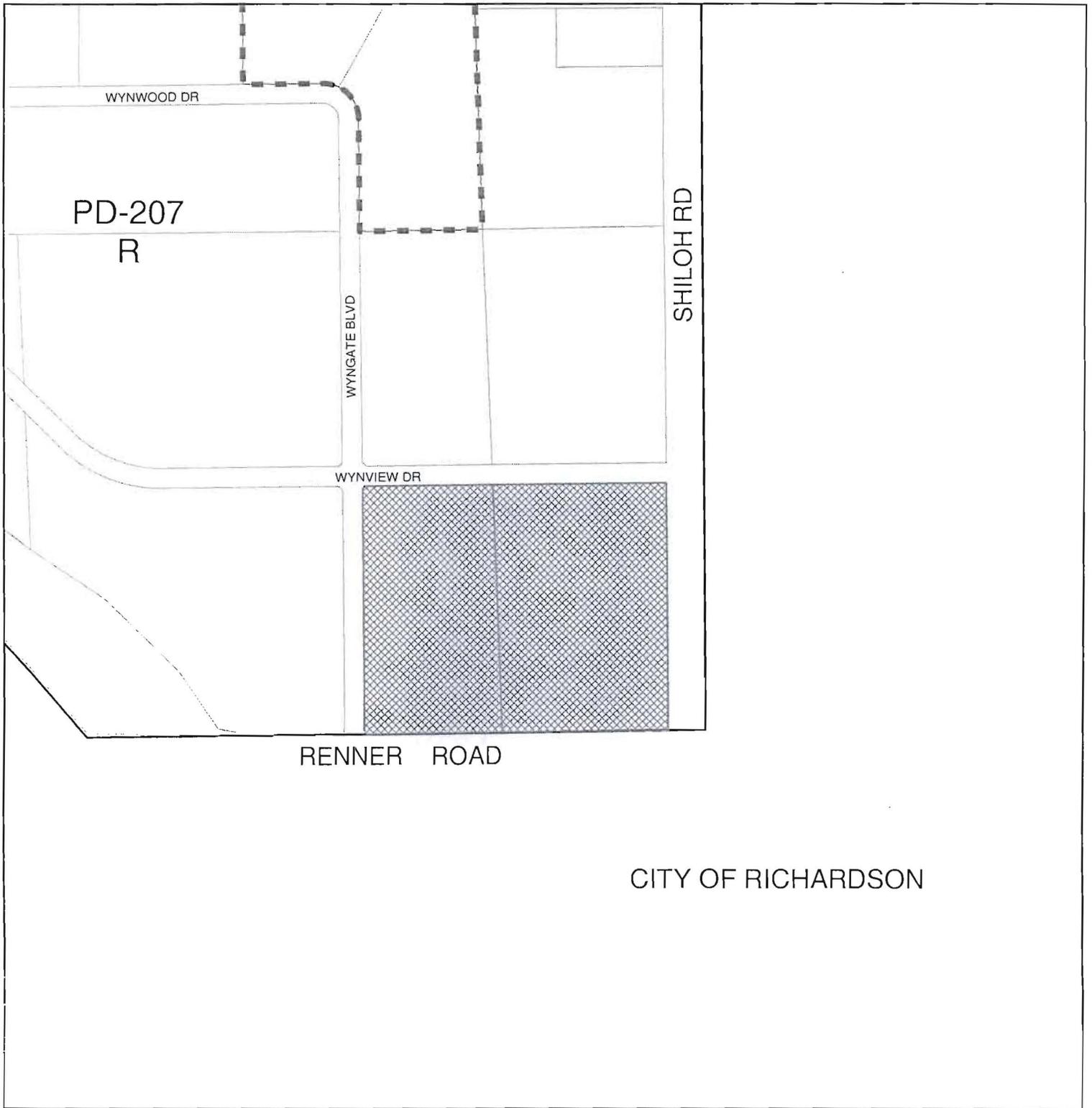
Item Submitted: REVISED SITE PLAN

Title: PARK WEST PLAZA, PHASE II
BLOCK A, LOT 3R

Zoning: RETAIL w/SPECIFIC USE PERMIT #183



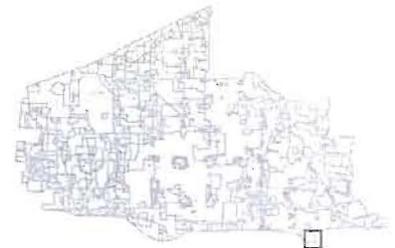
○ 200' Notification Buffer



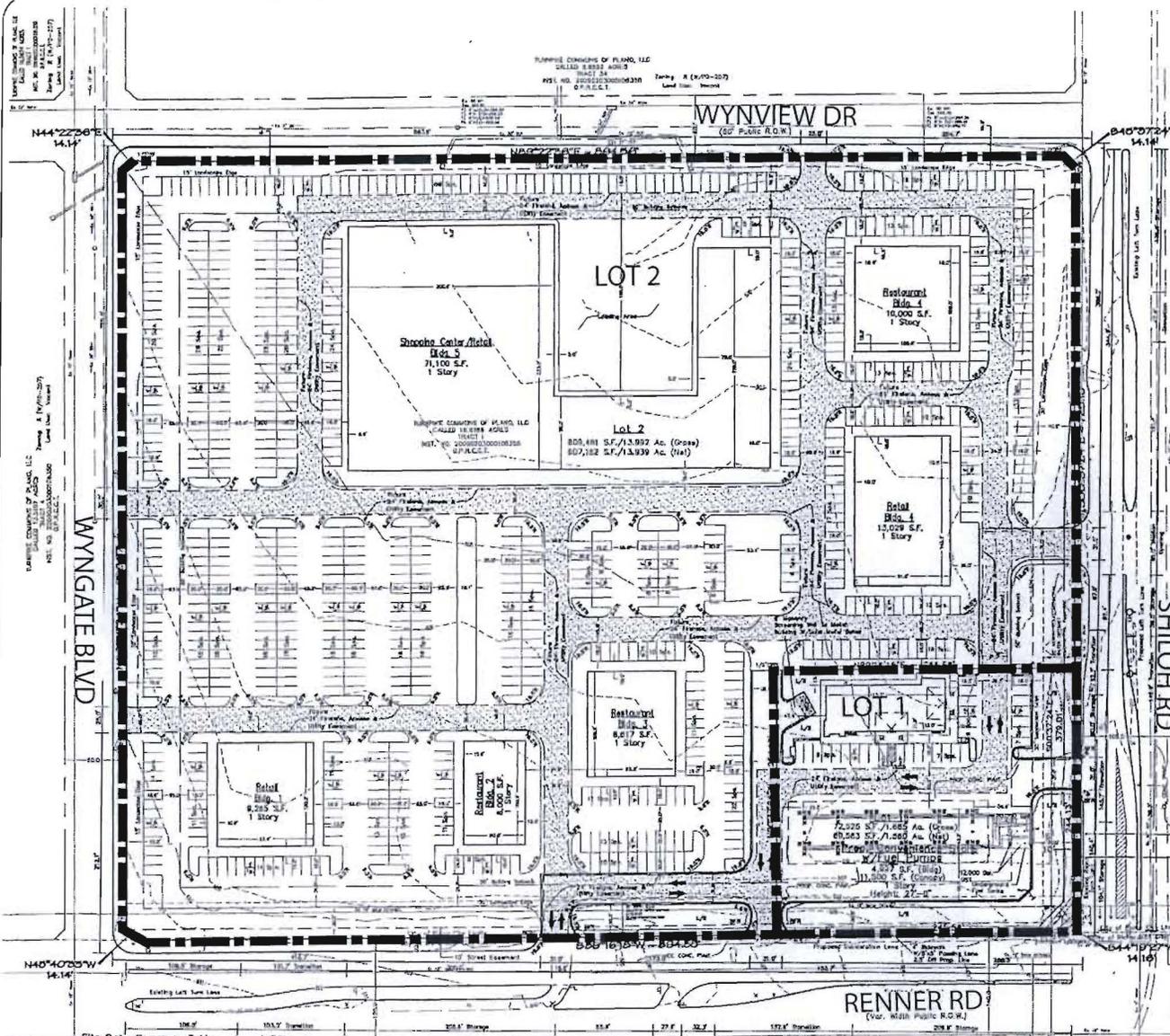
Item Submitted: PRELIMINARY SITE PLAN &
REVISED CONCEPT PLAN

Title: TURNPIKE COMMONS ADDITION
BLOCK 3, LOTS 1 & 2

Zoning: PLANNED DEVELOPMENT-207-RETAIL/
190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT



○ 200' Notification Buffer



- GENERAL NOTES**
1. Building 8,000 or greater square feet shall be ICCB As approved.
 2. Fire lanes shall be designed and constructed to City standards.
 3. Handicapped parking spaces shall be designed and provided per City standards and shall comply with requirements of the current adopted International Building Code.
 4. Four foot wide sidewalks shall be provided 2.5 feet off of the property with the right-of-way, unless a sidewalk easement is provided for a secondary sidewalk, or an alternate design is approved by the City. Sidewalk curbs, per City standards, shall be provided on sidewalks of all such easements.
 5. Mechanical units, dumpsters and truck enclosures shall be screened to accordance with the zoning Ordinance.
 6. All signage and posted signs approved by Building Inspection Department.
 7. Approval of this Site Plan is not final until all engineering plans are approved.
 8. Open storage, where permitted, shall be screened in accordance with the zoning Ordinance.
 9. Building facade within the development shall be completed, as provided in the Retail Corner Design Guidelines.
 10. Outdoor lighting shall comply with International standards within Section 8-104 of the Code of Ordinances.
 11. Please contact the Building Inspection Department to determine the type of construction and occupancy group.
 12. All electrical schematics, distribution and service lines must be underground where required.
 13. Use and location in operation, location, and construction to the following performance standards in Section 3-4-100 of the zoning Ordinance, smoke and particulate matter, carbon monoxide, air or explosive hazard rating, toxic and volatile matter, vibration and/or other performance standards.
 14. All elevations are to back of curb or edge of building unless otherwise noted.

Site Data Summary Table

GENERAL SITE DATA	LOT 1, BLOCK 3
Zoning	PD-227-A and 199 Planning/Zone Parking Overlay District
Lot Size	Commerce Block/Zone District
Lot Area	1,463 Ac. (72,253 Sq. Ft.)
Building Footprint Area	4,927 Sq. Ft.
	11,800 Sq. Ft. (Covered)
Building Height	27'-0"
Lot Coverage	24.18% of Site
Floor Area Ratio	0.2361
PARKING	
Parking Ratio	1 space per 300 Square Feet
Required Parking	17 Spaces
Provided Parking	31 Spaces (Peak HC)
Accessible Parking Required	2 Spaces
Accessible Parking Provided	2 Spaces
Parking in Excess of 110% of Required Parking	12 Spaces
LANDSCAPING	
Required Interior Landscape Area	8,079 Sq. Ft.
Interior Landscape Area Provided	16,743 Sq. Ft.
Other Landscape Area Within the Lot, Including Storm Water Conservation Area	0 Sq. Ft.
Total Landscape Area	16,743 Sq. Ft.
PERMISSIBLE AREA	
Permissible Footprint	0 Sq. Ft.
Clear Footprint Area Within the Lot, Not Including Landscaping or Lot Area	0 Sq. Ft.
Total Permissible Area	0 Sq. Ft.
INTERFERING AREA	
Building Footprint Area	5,280 Sq. Ft.
Area of Easement, Easement in Gross or Impervious Footprint	48,800 Sq. Ft.
Other Impervious Area	0 Sq. Ft.
Actual Total Impervious Area	54,080 Sq. Ft.

Site Data Summary Table

GENERAL	LOT 2, BLOCK 3
Zoning	PD-227-A and 199 Planning/Zone Parking Overlay District
Lot Area	13,182 Ac. (676,481 Sq. Ft.)
Building Area	51,361 Sq. Ft. (Retail)
Total Building Area	74,817 Sq. Ft. (Restaurant)
PARKING	
Parking Ratio	22,284 Space @ 1 Sq./700-750
Required Parking	23,000 Spaces (Peak # 1 Sq./700-750)
Provided Parking	558 Spaces
Required Accessible Parking	810 Spaces

Notes:

1. Handicap Parking is Provided in accordance w/ ADA Standards.
2. No Floodplain Exists on the Site.
3. Site Plan is for Informational Purposes Only. It is Not a Construction Document.

INDIANHOP HOSPITAL, INDEPENDENT BAYLOR SCHUMAKER MEDICAL CENTER, SILEXON PARK CENTER, 6110 S. W. 34th AVENUE, DALLAS, TEXAS 75226, P.L.L.C.

PHONE, ACCESS & UTILITY EXISTENT

Existing Curbs

Applicant: Rosetree, 3225 Cumberland Blvd., Atlanta, GA 30329, Telephone (770) 431-7600, Contact: Anita James

Engineer/Surveyor: Optera Engineering, Inc., TYPE No. F-2121, 765 Quaker Road, Suite 100, Plano, Texas 75075, Telephone (972) 422-0077, Contact: Kevin War

Lot 2 Owner: Turnpike Commons of Plano, LLC, 5810 N. Central Expwy, Suite 1445, Dallas, Texas 75208, Telephone (214) 841-8110, Contact: Charles C. Nies

2 Lots

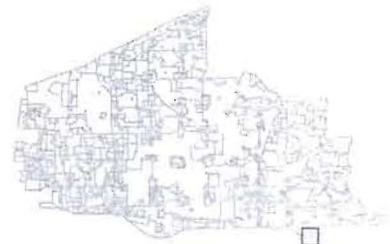
SHEET 1 OF 1
PRELIMINARY SITE PLAN
OF
TURNPIKE COMMONS ADDITION
LOT 1, BLOCK 3 - 1.665 Acres
AND
CONCEPT PLAN
OF
TURNPIKE COMMONS ADDITION
LOT 2, BLOCK 3 - 13.992 Acres
situated in the
JAMES T. McCULLOUGH SURVEY ~ ABSTRACTS 585 & 633
PLANO, COLLIN COUNTY, TEXAS



Item Submitted: CONVEYANCE PLAT

Title: TURNPIKE COMMONS ADDITION
BLOCK 3, LOTS 1 & 2

Zoning: PLANNED DEVELOPMENT-207-RETAIL/
190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT



○ 200' Notification Buffer

TURNPIKE COMMONS OF PLANO, LLC
 CALLED 16.6567 ACRES
 INST. NO. 20090203000108350
 O.P.R.C.C.T.

TURNPIKE COMMONS OF PLANO, LLC
 CALLED 16.6567 ACRES
 INST. NO. 20090203000108350
 O.P.R.C.C.T.

WYNVIEW DR
 (62' Public R.O.W.)

LOT 2

James T. McCullough Survey - Abstract No. 633

Lot 2, Block 3
 808,461 S.F./13,992 Ac. (Gross)
 807,182 S.F./13,039 Ac. (Net)
 Conveyance Only

TURNPIKE COMMONS OF PLANO, LLC
 CALLED 16.6567 ACRES
 TRACT 1
 INST. NO. 20090203000108350
 O.P.R.C.C.T.

WYNGATE BLVD

James T. McCullough Survey - Abstract No. 585

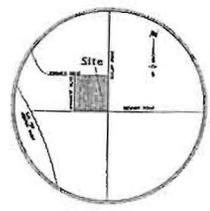
LOT 1

Lot 1, Block 3
 72,525 S.F./1,665 Ac. (Gross)
 69,083 S.F./1,587 Ac. (Net)
 Prop. R.O.W. Dedication
 2,942 S.F./0,068 Ac. (Net)

RENNER RD
 (Var. Width Public R.O.W.)

SHILOH RD

POINT OF BEGINNING



Vicinity Map

LEGEND

1/2" = 10' (Horizontal)
 1/4" = 5' (Vertical)

Line	Length	Bearing
L1	60.50	N 80°43'42" W
L2	167.03	N 89°16'18" E
L3	78.43	N 02°39'27" W
L4	185.09	N 89°16'18" E
L5	16.48	N 00°37'24" W
L6	142.01	S 89°16'18" W
L7	18.50	S 00°37'24" E
L8	207.34	N 00°37'24" W
L9	88.50	N 89°22'38" E
L10	44.50	S 89°22'38" E
L11	207.34	S 00°37'24" E
L12	105.89	S 89°16'18" W
L13	114.62	S 00°37'24" E

Curve	Radius	Length	Delta	Chord	Chord Bearing
C1	200.00	37.36	88°34'	35.53	N 41°13'27" E
C2	200.00	37.45	88°34'	35.53	N 41°13'27" E
C3	200.00	37.42	88°34'	35.50	N 41°13'27" E
C4	200.00	37.47	88°34'	35.53	S 41°13'27" W
C5	200.00	37.36	88°34'	35.53	S 41°13'27" W
C6	200.00	37.45	88°34'	35.53	S 41°13'27" W

PURPOSE OF CONVEYANCE PLAT
 To Subdivide/Create Lots & Dedicate Easements.

BASE OF BEARINGS

Base of bearing, horizontal and vertical position derived from the Texas NGS NIK Network Texas State Plane Coordinate System, NAD83, North Central Zone (4202). Verified with static GPS observations and an OPUS solution, NAD 83 (CON2011) Epoch 2020.0. Vertical positions are referenced to NAVD83 using (UEQ003).

NOTES

Being a portion of the addition by general authority to a portion of the Ordinance and State Law and is subject to the provisions of Ordinance and State Law.

A Conveyance Plat is a record of property approved by the City for the purpose of sale or conveyance in its entirety or interests thereon defined. No building permit shall be issued nor permanent public utility service provided until a Final Plat is approved. Plat 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, filed, and accepted Conveyance Plat, Final Plat, or Replat is a violation of the City Ordinance and State Law.

SHEET 1 OF 2
 CONVEYANCE PLAT

TURNPIKE COMMONS ADDITION
 LOTS 1 & 2, BLOCK 3 - 15.657 Acres

situated in the
JAMES T. MCCULLOUGH SURVEY - ABSTRACTS 585 & 633
 PLANO, COLLIN COUNTY, TEXAS

Engineer/Designer

Splara Engineering, Inc.
 765 Quarter Road, Suite 100
 Plano, Texas 75075
 Telephone (972) 422-0077
 Consultant: Kevin War

Owner

Turnpike Commons of Plano, LLC
 5910 N. Central Expy, Suite 1445
 Dallas, Texas 75206
 Telephone (214) 691-6110
 Contact: Charles C. Mox

2 Lots
 15,657 Ac. (Gross)

Scale 1"=50' November 2010

ROCKWELL HOSPITAL AUTHORITY
 5410 ROCKWELL MEDICAL CENTER
 TELECOM/FIN ADMIN
 CALLED 5548 ACRES
 CAL. 2007, PG. 376
 P.A.C.C.T.

ROCKWELL HOSPITAL AUTHORITY
 CALLED 3528 ACRES
 INST. NO. 20090203000108350
 O.P.R.C.C.T.

TURNPIKE COMMONS OF PLANO, LLC
 CALLED 16.6567 ACRES
 INST. NO. 20090203000108350
 O.P.R.C.C.T.

OWNER'S CERTIFICATE
STATE OF TEXAS
COUNTY OF COLLIN

Being a 15,657 acre tract of land situated in the James T. McCullough Survey, Abstracts No. 585 & 633 City of Plano, Collin County, Texas, and being a part of "Tract 1" described in United Warranty Deed to Turnpike Commons Addition - LOTS 1 & 2, BLOCK 3, on file in the County Clerk's Office of Collin County, Texas, and being more particularly described as follows:

BEING and of a 1/2" iron rod with a plastic cap stamped "SPARSEN" set for corner of the southwest end of a corner clip at the intersection of Renner Road (Variable Width Public R.O.W.) and Shiloh Road (105' Width Public R.O.W.);

THENCE South 89°16'18" West along the north line of said Renner Road, for a distance of 894.25 feet to a 1/2" iron rod found for corner at the southwest end of a corner clip at the intersection of said Renner Road and Wyrnola Boulevard (60' Public R.O.W.);

THENCE North 43°40'13" West along said corner clip, for a distance of 14.14 feet to a 1/2" iron rod found for corner at the northwest end of said corner clip;

THENCE North 00°37'24" West along the east line of said Wyrnola Boulevard, for a distance of 726.77 feet to a 1/2" iron rod found at the southwest end of a corner clip at the intersection of said Wyrnola Boulevard and Wyrnola Drive (60' Public R.O.W.);

THENCE North 44°22'35" East along said corner clip, for a distance of 14.14 feet to a 1/2" iron rod found at the northeast end of said corner clip;

THENCE North 89°22'34" East along the south line of said Wyrnola Drive, for a distance of 894.25 feet to a 1/2" iron rod found at the northeast end of a corner clip at the intersection of said Wyrnola Drive and said Shiloh Road;

THENCE South 43°37'24" East along said corner clip, for a distance of 14.14 feet to the southwest end of said corner clip;

THENCE South 00°37'24" East along the west line of said Shiloh Road, for a distance of 726.77 feet to a 1/2" iron rod with a plastic cap stamped "SPARSEN" set for corner at the south end of said corner clip;

THENCE South 44°18'27" West continuing along said corner clip, for a distance of 14.14 feet to the Point of Beginning and containing 892,508 square feet or 15,657 acres of land.

OWNER'S DEDICATION
STATE OF TEXAS
COUNTY OF COLLIN

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

THAT Turnpike Commons of Plano, LLC acting by and through their duly authorized officers, does hereby adopt this plat dedicating the herein above described to TURNPIKE COMMONS ADDITION - LOTS 1 & 2, BLOCK 3, on file in the City of Plano, Texas, and do hereby dedicate, in fee simple, for public use forever, the streets and ways shown hereon. The streets and ways are dedicated for street purposes. The easements and public use areas, or when, are dedicated for 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 stated use notwithstanding the use of public utility 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 utilities 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 utilities 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, maintaining, repairing, and adding to or removing all or parts of their respective systems without the necessity of any form of procuring permission from anyone.

That the undersigned does hereby covenant and agree that he shall construct upon the fire zone easements, as dedicated 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 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 parking 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 close 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 adjacent 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 of those of the City of Plano, its agents, employees, workmen and representatives having ingress, egress, and regress in, along, upon and across said premises.

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

Witness my hand at _____, this the ____ day of _____, 2010.

By _____
Name: Charles C. Nix
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 therein expressed.

Given under my hand and seal of office this the ____ day of _____, 2010.

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 plotting rules and regulations of the State of Texas.

FOR REVIEW PURPOSES ONLY
Darren K. Brown
Registration No. 5222



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 purpose and consideration therein expressed and in the capacity therein stated.

GIVEN under my hand and seal of office, this the ____ day of _____, 2010.

Notary Public in and for
The State of Texas

My Commission Expires:

CERTIFICATE OF APPROVAL

APPROVED this ____ day of _____, 2010,
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 therein expressed.

Given under my hand and seal of office this the ____ day of _____, 2010.

Notary Public in and for
The State of Texas

Secretary, Planning & Zoning Commission
of 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 the ____ day of _____, 2010.

Notary Public in and for
The State of Texas

SHEET 2 OF 3
CONVEYANCE PLAT
OF

TURNPIKE COMMONS ADDITION
LOTS 1 & 2, BLOCK 3 - 15,657 Acres
situated in the
JAMES T. MCCULLOUGH SURVEY - ABSTRACTS 585 & 633
PLANO, COLLIN COUNTY, TEXAS

Engineer/Surveyor: Splore Engineering, Inc. 1509 E. Central Expy, Suite 1445
Plano, Texas 75075
Telephone (972) 422-0077
Contract: Kade, ME
Owner: Turnpike Commons of Plano, LLC
1810 N. Central Expy, Suite 1445
Plano, Texas 75075
Telephone (214) 691-6110
Contact: Charles C. Nix

2 Lots
15,657 Ac. (Gross)

Scale 1"=50' November 2010

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 6

Public Hearing: Zoning Case 2010-16

Applicant: City of Plano

DESCRIPTION:

Request to amend 3.1400 (Traffic Impact Analysis) of Article 3 (Supplementary Regulations) and related sections of the Zoning Ordinance pertaining to traffic impact analysis. Tabled 09/20/10, 10/18/10 and 11/01/10.

REMARKS:

This agenda item was tabled at the Planning & Zoning Commission's meeting on November 1, 2010, and needs to be removed from the table for consideration.

Traffic Impact Analysis

At the Planning & Zoning Commission's meeting on July 19, 2010, staff provided the Commission with an overview of the city's traffic impact analysis (TIA) process, as a prelude to consideration of amendments to the TIA ordinance, an item on the Commission's work program. At the conclusion of the discussion, the Commission directed staff to move forward with the proposed amendments to the ordinance.

A TIA is a planning tool used to estimate the effect of a particular land use on the area roadway system by performing Level of Service analysis on intersections under both existing (base) and proposed (base plus site) traffic conditions. Plano establishes Level of Service D as a desired target.

Plano first adopted its TIA ordinance in the late 1980s. It has been updated once since the initial adoption. The ordinance was developed at a time when the city's street system was not completed and many options for mitigation of traffic impacts were still available. Today, the street system is almost complete and the mitigation options are more limited. In addition, state laws governing the vesting of development projects have limited the city's ability to decrease the size and intensity of a proposed development as mitigation. The existing ordinance no longer adequately addresses the city's present condition as a maturing first-tier suburb.

Current Ordinance Requirements

Section 3.1400 (Traffic Impact Analysis) of Article 3 (Supplementary Regulations) of the Zoning Ordinance establishes the requirements and procedures pertaining to TIAs. The city requires TIAs to be prepared for both zoning and preliminary site plan processes. Both types of TIAs share the goal of identifying the relationship between land use and transportation needs.

A TIA submitted with a zoning request evaluates future traffic volumes based on the city being developed as projected in the year 2020 using transportation modeling. A TIA submitted with a preliminary site plan allows for a specific proposed development to be evaluated based upon the known size and use, and to determine the effect of that use on the existing roadway system. It uses existing traffic volumes and assumes the existing roadway configuration to be used in the analysis.

If a zoning case and site plan were submitted simultaneously, the site plan TIA would be used since it is based on actual traffic/roadway conditions; whereas, the zoning TIA uses travel forecasting modeling.

ISSUES:

Traffic Congestion in Plano

Plano's street system has been planned around a grid system of six-lane major arterials, four-lane minor arterials, and two-lane collector streets. This system moves traffic effectively and efficiently, but is congested at the peak morning and evening hours, especially near the freeways and tollways. While the desired Level of Service at intersections is Level of Service D, many of Plano's intersections now function at Level of Service E or F during the peak commute hours. Even with improvements such as dual left turn lanes and free right turn lanes, these intersections will continue to be congested. As traffic builds in the region, other intersections will fall below Level of Service D as well. Plano's location in the major growth corridor from Dallas, status as an employment center, and accessibility via four major freeways/tollways, combined with development in the cities north and east of Plano, have all contributed to the congestion.

Roadway System Improvements

Plano's existing roadway system is nearly built out, and adding capacity to the existing thoroughfares through new construction is not feasible for several reasons. The costs of acquiring right-of-way, paying damages to abutting property owners, and roadway construction to add new travel lanes are prohibitive. Wider roadways would make it much more difficult for pedestrians and bicyclists to safely cross. The community has determined that overpasses, except along the major freeways/tollways, are not a desirable option to alleviate congestion at intersections.

The city will have to continue exploring new options for mitigating traffic instead of adding lanes. Some recent examples of new intersection designs implemented in Plano include the median left-turn design at the intersection of Preston Road and Legacy Drive, and the soon-to-be-completed single point urban interchange at Parker Road and U.S. Highway 75.

Impact of Undeveloped Property and Future Development

While most of Plano's single-family land is developed, there is still a considerable amount of commercial land available for development. Development of these properties will add traffic to the city's roadway system. In many cases, the undeveloped property is located in areas with intersections that already are at or below Level of Service D. Much of the vacant land is in the major freeway/tollway corridors, in areas where commercial and office development is most appropriate. Leaving these properties undeveloped is not realistic particularly since these are properties that are key to the city's future economic development efforts.

Additionally, longer term, Plano will experience redevelopment of properties throughout the city in addition to development of green fields. Whether it is new development or redevelopment, the city's goal should be to promote development to retain existing residents and businesses, as well as attract new residents and businesses to the city. It will be difficult to say no to future development and/or redevelopment based upon the traffic conditions. A TIA at the time of site plan approval is more appropriate than at rezoning. Zoning issues need to continue to be evaluated based on consistence with the Comprehensive Plan and not based upon projected traffic levels.

Mitigation Efforts/Opportunities

In addition to exploring and implementing new intersection designs within existing rights-of-way, mitigation of the traffic generated by new development and/or redevelopment will continue to be focused on improvements that can be made in conjunction with the development. These improvements can include deceleration lanes for driveways, increased stacking length for left turn lanes, exit drives with lanes for both left and right turn movements, and entrances designed to eliminate cross traffic close to the street. These are improvements that developers construct and fund with the particular development. Any offsite improvements that the city requires must be funded by the city. Frequently, however, a developer will construct the offsite improvements with reimbursement by the city.

PROPOSED CHANGES:

For the various reasons and issues identified above, staff recommends amending the TIA ordinance to be more aligned with Plano's current and future roadway system, and taking into consideration future development and/or redevelopment within the city.

Process

TIAs at the time of zoning are no longer appropriate for Plano today given that the roadway system is nearly complete. Additional capacity improvements are limited to intersection improvements only, and zoning applications requiring a TIA have decreased significantly. Therefore, staff recommends removing the requirements for a TIA at the time of zoning. A site plan TIA is more appropriate given that it takes into consideration the impact of the proposed development on the existing roadway conditions. The TIA will continue to identify mitigation improvements to the existing roadway system where feasible. Additionally, traffic mitigation efforts focused on onsite improvements that can be made associated with the development (i.e. deceleration lanes, overall site circulation, ingress/egress points for the development, stacking/queuing of vehicles on site, etc.) will be emphasized.

Minimum Threshold Requirements

Staff recommends increasing the minimum trips per day threshold generated by a development, from 5,000 to 8,000 trips per day, and omitting the minimum threshold based upon floor area ratio. A site plan TIA evaluates the specific development proposal and the trips per day associated with it, unlike it being evaluated based upon the amount of permissible building square footage related to the floor area ratio at the time of zoning. Presently, the 5,000 trips per day equates to an approximately 60,000 square foot retail development. Staff recommends the 8,000 trips per day threshold, which should still require a site plan TIA for big box (superstore) retail stores and larger office developments.

Mitigation

Staff proposes amendments to traffic mitigation options that are more appropriate and consistent with existing roadway improvements and state law requirements. Phasing of roadway construction improvements until additional capacity becomes available is no longer appropriate since the roadway system is almost complete and it is not possible to add roadway capacity. Also, mitigating traffic by modifying density, intensity or use is not possible given existing zoning rights. State laws governing the vesting of development projects have limited the city's ability to decrease the size and intensity of the proposed development as mitigation. If the adjacent roadways are constructed and the intersections are at complete build out (i.e. dual left turns, dedicated right turn), it is likely that additional mitigation cannot be done.

Other

Staff has reorganized the ordinance so that the TIA requirements are more easily understood, including establishing applicability requirements near the beginning of the ordinance section. Additionally, staff is proposing to clean-up the existing ordinance language including but not limited to references to existing programs, development processes and procedures, and findings by the Commission related to mitigation.

RECOMMENDATION:

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

Amend Section 3.1400 (Traffic Impact Analysis) of Article 3 (Supplementary Regulations) to read as follows.

3.1400 Traffic Impact Analysis

3.1401 Introduction

This section establishes requirements and procedures pertaining to traffic impact analysis (TIA). These requirements are intended to inform the applicant of the city's expectations, expedite the city staff's review process of TIA reports, provide standard criteria for evaluating development proposals, and establish equitable mitigation and cost sharing policies.

A TIA is intended to develop public/private partnerships to coordinate land use and transportation facility development. Both the City of Plano and the land developer share in the responsibility to consider all reasonable solutions to identified transportation problems.

~~Plano requires TIAs to be done for both zoning and~~ must be performed as part of the preliminary site plan processes. ~~Each of these has specific purposes that are complementary of one another. Both types of TIAs do, however, share the with the goal of identifying the relationship between land use and transportation needs. The site plan process, as described in Article 5 (Site Plan Review), is a multi-step land development approval process that includes a series of three plans, a concept plan, preliminary site plan, and site plan.~~ Below is a brief description of the purpose of each process:

4. ~~Zoning~~ TIA

~~The goal of this process is to ensure balance between future land uses and the ultimate roadway system. This process uses future traffic volumes based on the city being developed (as projected in the year 2020 Tranplan computer model). It also assumes the entire roadway system to be in place (both existing and future roads). This allows a zoning proposal to be evaluated as to its effect on the ultimate roadway system and allows for determination of the roadway system's ability to accommodate the proposed use.~~

~~The TIA, done at the time of a zoning change request, is to determine the traffic loading that the proposed zoning will impose on the approved thoroughfare system in the 2020 design year and to determine that the thoroughfare system, as planned, can handle the traffic loading at Level of Service D or better in the peak hour. Conclusions drawn from the analysis, along with other land use and service factors, shall be taken into consideration by the Planning & Zoning Commission and the City Council in approval or disapproval of zoning changes.~~

2. Site Plan TIA

3.1402 Applicability

~~This process is done simultaneous with the submittal of a preliminary site plan. The goal of this study is to look at a specific development of known size and use and to determine the effect of that use on the existing roadway system. It uses existing traffic volumes and assumes the existing roadway configuration to be used for analysis. This process should ensure that the roadway system is adequate to accommodate the proposed use and may recommend mitigation measures necessary to ensure efficient traffic flow around the proposed site (as based on intersection and roadway levels of service).~~

1. Purpose

A TIA, at the time of site plan approval, is intended to define the immediate impacts of the proposed development and any necessary transportation improvements (public or private) required to ensure a satisfactory level of service on all affected thoroughfares. A site plan TIA is designed to mitigate traffic impacts by optimizing roadway capacity, access design, and traffic control. A TIA may not be used to deny development permitted by zoning, nor shall it be used to modify road design contrary to the Transportation Element of the Comprehensive Plan or to the Thoroughfare Standards Ordinance. ~~The detail of site plan TIAs is greater than TIAs prepared for zoning cases.~~ Specific improvements to the existing roadways consistent with the Thoroughfare Plan may be needed to gain approval of site plan proposals. Timing of and cost sharing agreements for the construction of offsite improvements also may be considered.

2. Goal

The goal of this study is to review a specific development of known size and use and to determine the effect of that use on the existing roadway system by analyzing existing traffic volumes and existing roadway configurations. This process ensures that the roadway system is adequate to accommodate the proposed use.

3. Requirements

The TIA process shall be required simultaneous with the site plan approval process for projects generating 8,000 trips per day or greater. A TIA is typically required with the submission of the preliminary site plan; however, the city may require the TIA to be submitted with a concept plan or site plan due to project phasing. It is the responsibility of the applicant to demonstrate that a TIA is not required. Recommendations shall be made for mitigation measures necessary to ensure efficient traffic flow around the proposed site (as based on intersection and roadway levels of service) on all preliminary site plans and/or site plans. Site plan applications as defined herein, not containing TIAs will be judged incomplete and shall not be forwarded to the Planning & Zoning Commission for action.

3.14023 Definitions

Term	Definition
Trip Generation Rates	The city's criteria for trip generation for various categories of land use and density shall be those set forth in the latest edition of the trip generation informational report published by the Institute of Transportation Engineers (ITE) unless the proposed use does not have a corresponding rate in the Trip Generation Manual. Alternate trip generation rates shall not be accepted for individual zoning cases or site plans but shall instead be adopted for citywide use on the basis of a general study of local conditions.
Design Year	The design year is the point in time upon which assumptions pertaining to land use, population, employment, and transportation facilities are based. All zoning analysis shall be based on a design year of 2020. All site plan analysis shall use a design year based on the expected date of project occupancy.
Base Volumes	Base volumes for analyzing zoning cases shall be derived from the city's latest computer projection of traffic volumes for the year 2020. Base volumes for site plans shall be based on current traffic counts adjusted to the expected date of project occupancy. When available, all base data shall be supplied by the city's Engineering Department, Transportation Division. In all cases when ground counts are needed and are not available, the developer or his agent shall be required to collect such data.
Modeling	A TIA as required by the city for zoning cases will be accomplished by the use of the TRANPLAN analysis package. A TIA, as required, may be performed by the applicant or his agent. The city's Engineering Department, Transportation Division will supply (for a fee) TRANPLAN volume plots based on existing and proposed zoning.
Level of Service (LOS)	LOS is a measure of the level of congestion experienced on roadways. The desirable minimum LOS of the City of Plano is Level of Service D in the peak hour. LOS shall be measured of both link and intersection operations.
Thoroughfare Plan	The official City of Plano Thoroughfare Plan, including all routes designated as a Type F collector facility or higher.

Transportation
Improvements
Community
Investment
Program(TIP CIP)

A five year schedule and funding program of all approved and committed transportation improvements.

3.1403 Applicability

~~A TIA will be required by the city's Planning Department for zoning requests and preliminary site plans submitted for approval. All TIAs shall be performed by a consultant qualified to perform such studies. Requirements for mitigating negative traffic impacts shall apply to all zoning cases and site plans. In certain cases, due to project phasing, a site plan TIA might be required with a concept plan submittal.~~

1. ~~Zoning~~

~~Any zoning request for multifamily or nonresidential as defined herein under the land use classification which generates at least 5,000 trips per day requires a TIA, unless the proposed zoning results in a net trip reduction compared to existing zoning. A zoning request involving multiple zoning districts is required to have a TIA based on the total traffic generated.~~

2. ~~Preliminary Site Plan~~

~~Any preliminary site plan or site plan generating 5,000 trips per day or which has a floor area ratio (FAR) of 0.75, or greater, requires a TIA.~~

3.1404 Methodology

~~Pre-submission application consultation with the Development Review Planning and Transportation Divisions staff is required. Zoning and site plan applications, as defined in Subsection 3.1403, not containing TIAs will be judged incomplete and shall not be forwarded to the Planning & Zoning Commission for action. It is the responsibility of the applicant to demonstrate that a TIA is not required. Details of the required analysis will be determined at this meeting. In certain instances, traffic from other approved but not built developments may have to be accounted for included in traffic assignments. Staff might may also require specific assumptions such as percent trucks to be altered to match local conditions. Peak hour analysis might may be directed to reflect the peak 15 minutes for certain types of land use. All of these types of issues will be addressed at the pre-application meeting.~~

The following procedures shall be followed in preparing site plan traffic impact analysis studies submitted to the City of Plano:

1. ~~Zoning TIA Content~~

a. ~~Study Area~~

~~A map(s) delineating the TIA study area and all existing and planned streets contained therein. The study area shall be based on the total daily estimated trip generation. The study area shall be a one mile radius for less than 10,000 trips per day. A larger radius shall be considered for more than 10,000 trips per day.~~

b. ~~Existing Zoning~~

~~A description of the existing zoning in the area proposed for rezoning including: existing land area (gross and net) by zoning classification and density figures expressed as FAR, square footage, number of hotel rooms, dwelling units, etc.~~

c. ~~Proposed Zoning~~

~~A description of the proposed zoning including land area (gross and net) by zoning classification and density figures expressed by FAR, square footage, number of hotel rooms, dwelling units, etc.~~

d. ~~Thoroughfare Network~~

~~A description of roadway development at the 2020 design year for the entire study area and base volumes of thoroughfares within the study area.~~

e. ~~Impact Determination~~

~~The TIA will describe the volume/capacity (V/C) ratio for all thoroughfares (Type F and higher) and delay projections for intersections in the studied area to determine if Level of Service D operation is maintained. The analysis shall contain the following minimum information:~~

i. ~~Proposed Trip Generation~~

~~Show in tabular form trip generation rates and the total trips generated by land use assuming full development and occupancy. Indicate trip reductions, if any, resulting from credits for mass transit, passerby, mixed use, etc. All trip reductions must conform to Planning & Zoning Commission approved generation rates. Calculate the net estimated trips.~~

ii. ~~Existing Trip Generation~~

~~Show in tabular form by land use trips generated based on existing zoning. All appropriate trip reductions permitted by approved generation rates must be included.~~

iii. ~~Net Increased Trip Generation, Distribution, and Assignment~~

~~Proposed trip generation minus existing trips generated and the assignment of new trips generated is to be calculated. The net increased trips generated by the development are to be added to the base volumes projected for the design year. Twenty-four hour and peak hour volumes must be calculated. Distribution and assignment calculations must be provided unless TRANPLAN is used.~~

iv. ~~Level of Service Analysis~~

~~Show in tabular form, 24-hour and peak-hour levels of service for existing and proposed zoning. Calculations shall include all thoroughfare links and intersections. Calculate level of service and percentage of change (when compared to base volumes) for each link and intersection.~~

v. ~~Conclusions~~

~~Summarize points of conflict and congestion; identify all thoroughfare links or intersections exceeding a Level of Service D and the percentage of change produced by the proposed zoning change.~~

f. ~~Mitigation~~

~~Traffic produced by the proposed zoning plus the assumed background traffic should not exceed Level of Service D. Locations exceeding Level of Service D, where the proposed zoning contributes five percent or more of the traffic, should be mitigated. Acceptable methods of mitigating negative traffic impacts are:~~

i. ~~Requirements in addition to those provided in the Thoroughfare Standards Ordinance relating to driveway median opening location and distance between drives.~~

ii. ~~Modified zoning and/or density reduction or relocation.~~

- iii. ~~Amendments to the city's Thoroughfare Plan shall not be accepted as a means of mitigating negative impacts. Minor amendments to thoroughfare and intersection design (e.g., turn lanes, acceleration and deceleration lanes, and associated rights-of-way) may be accepted on a case-by-case basis.~~

~~2. Planning & Zoning Commission Report~~

~~The Planning & Zoning Commission shall make a report to the City Council on all TIAs it considers in conjunction with requests for rezoning. The Planning & Zoning Commission may make a recommendation for approval, modification, or denial of the zoning case based on other planning factors in addition to its review of a TIA.~~

~~Where the identified impacts of the proposed zoning cannot be adequately mitigated, the Planning & Zoning Commission shall recommend to the City Council one or more of the following actions:~~

- a. ~~Denial of the zoning case in total or in part.~~
- b. ~~Any other action deemed appropriate to mitigate negative traffic impacts.~~

~~The Planning & Zoning Commission may recommend, in addition to measures defined above, that a study of the Major Thoroughfare Plan be made to determine amendments required to ensure adequate long-term capacity.~~

~~3. 1. Site Plan TIA Content~~

a. Study Area

~~A map(s) shall be included delineating the TIA study area and all existing and planned streets therein. The study area shall be a minimum of a one mile radius, which may be increased depending upon the amount of traffic generated by the proposed development as determined by at the discretion of the city's Traffic Engineer Transportation Division.~~

b. Existing Zoning and Development

~~Describe existing zoning including land area (gross and net) by zoning classification, including density figures expressed as FAR, square footage, number of hotel rooms, dwelling units, etc. Also, describe any existing development onsite and how it will be affected by development proposals.~~

c. Thoroughfare Network

~~Describe existing thoroughfares, signals and signal phasing, and traffic volumes within the study area.~~

d. Proposed Development

Describe the proposed development including land area (gross and net) and density figures expressed by FAR, square footage, number of hotel rooms, dwelling units, etc. Also describe roadway conditions as expected by date of occupancy. Improvements shown must be funded within the ~~Transportation Improvements~~ Community Investment Program or proposed for development at the developer's expense to be repaid by the city in accordance with the city's cost sharing policies as funds become available as required by the city's Subdivision Ordinance. ~~Indicate~~ Roadway and intersection capacities at study date shall be indicated.

e. Impact Determination

Determine the level of service for all thoroughfares and intersections in the study area. The analysis shall contain the following minimum information:

i. Proposed Trip Generation

Calculate total trip generation by use (assuming full development and occupancy) and report any reductions for passerby, mixed use, etc., as permitted by generation rates. ~~approved by the Planning & Zoning Commission~~. Show trip generation by use in tabular form with land use trip generation rates and trips generated.

ii. Trip Distribution and Assignment

Trips generated by the proposed development are to be added to the base volumes projected for the design year. Peak hour volumes must be calculated. Distribution assumptions and assignment calculations must be provided.

iii. Level of Service Analysis

Show in tabular form 24-hour and peak-hour V/C ratios for links and intersections within the study area. Analyze all points of ingress and egress, median breaks, and turn lanes associated with the proposed site.

iv. Conclusions

Provide a summary of points of conflict and congestion. Identify all thoroughfare links or intersections exceeding a Level of Service D and the percent increase in total traffic produced by the proposed site plan. Identify any operational problems (e.g., drives, median openings, and signalization) within 500 feet of the site.

f. Mitigation

Traffic levels exceeding Level of Service D, where the development is contributing five percent or more of the total trips should be mitigated- if possible. Problems demonstrated by the TIA can be corrected by Mitigation measures are limited to the following:

- i. Requirements in addition to those provided in the Thoroughfare Standards Ordinance relating to driveway and median opening location design and distance between drives.
- ii. ~~Modifying density or intensity or use (e.g., reduction in square footage or percentage of commercial use).~~
- iii. ~~Phasing construction until additional roadway capacity becomes available.~~
- iv. ii. Onsite improvements including access controls and site circulation adjustments.
- v. iii. Offsite improvements including the construction of additional lanes where the surrounding thoroughfares are not fully developed or intersection improvements where the surrounding area is approaching full development. Costs for offsite improvements that are consistent with the Thoroughfare Plan shall be repaid by the city in accordance with its cost sharing policies, as funds become available- as required by the city's Subdivision Ordinance. Offsite improvements must be consistent with the Thoroughfare Plan and are subject to the availability of right-of-way and other design constraints as determined by the City Engineer.

4. ~~Public Meetings~~

~~The applicant or their representative shall be available to answer questions that may arise during Planning & Zoning Commission meetings or City Council meetings.~~

5. 2. Planning & Zoning Commission Report

The Planning & Zoning Commission shall ~~report to the City Council their~~ make a findings on all TIA studies reviewed in conjunction with the review of site plans that based upon the TIA, the thoroughfares can accommodate anticipated traffic volumes at an acceptable level of service.

Where identified impacts cannot be adequately mitigated by the date of occupancy, the Planning & Zoning Commission shall recommend to ~~the City Council~~ one or more of the following actions:

- a. ~~Study of the major Thoroughfare Plan to determine amendments required to increase long-term capacity.~~
- b. ~~a. Amendment of the TIP CIP to expedite construction of needed related public improvements.~~
- c. ~~b. Changes in intersection design, signal systems, etc. to increase capacity.~~
- d. ~~Temporary delay (partial or total) of the proposed project for up to two years to coordinate with planned public improvements. In no instance may a project be delayed more than two years based on negative findings of a TIA. If all planned public improvements have been constructed in the area, there shall be no cause for delay in approval of the project based upon the TIA.~~
- e. ~~Any other measures deemed appropriate to mitigate negative traffic impacts.~~

3.1405 Administration Appeals

~~The Planning & Zoning Commission shall be responsible for administering the TIA requirements of the Zoning Ordinance. The Planning & Zoning Commission shall also be responsible for:~~

- 1. ~~Reviewing and proposing to the City Council amendments to all TIA requirements and procedures.~~
- 2. ~~Reviewing all TIAs submitted in conjunction with zoning and site plan applications.~~
- 3. ~~Reporting to the City Council their finding of traffic impacts and, if appropriate, recommended methods of mitigation.~~

~~Applicants may request City Council reconsideration of a TIA and the findings of the Planning & Zoning Commission in conjunction with an appeal of a site plan, as provided for in Section 5.800 (Appeals). Unless a majority of the City Council votes in favor of reconsidering the TIA, discussion shall be limited to the findings of the Planning & Zoning Commission.~~

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 7A

Public Hearing: Zoning Case 2010-19

Applicant: Acres of Sunshine

DESCRIPTION:

Request for a Specific Use Permit for Electrical Substation on 6.3± acres located on the east side of Communications Parkway, 1,100± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District.

REMARKS:

The requested zoning is a Specific Use Permit (SUP) for an electric substation. A preliminary site plan accompanies this request (Agenda Item 7B). The purpose and intent of an SUP is to authorize and regulate a use not normally permitted in a district which could be of benefit in a particular case to the general welfare, provided adequate development standards and safeguards are established. The property is currently zoned Regional Employment (RE). The RE district is intended to provide for office and limited manufacturing uses that are consistent with the regional status of certain tollways and expressways serving Plano and surrounding communities. Electrical substations require approval of an SUP within the Regional Employment zoning district.

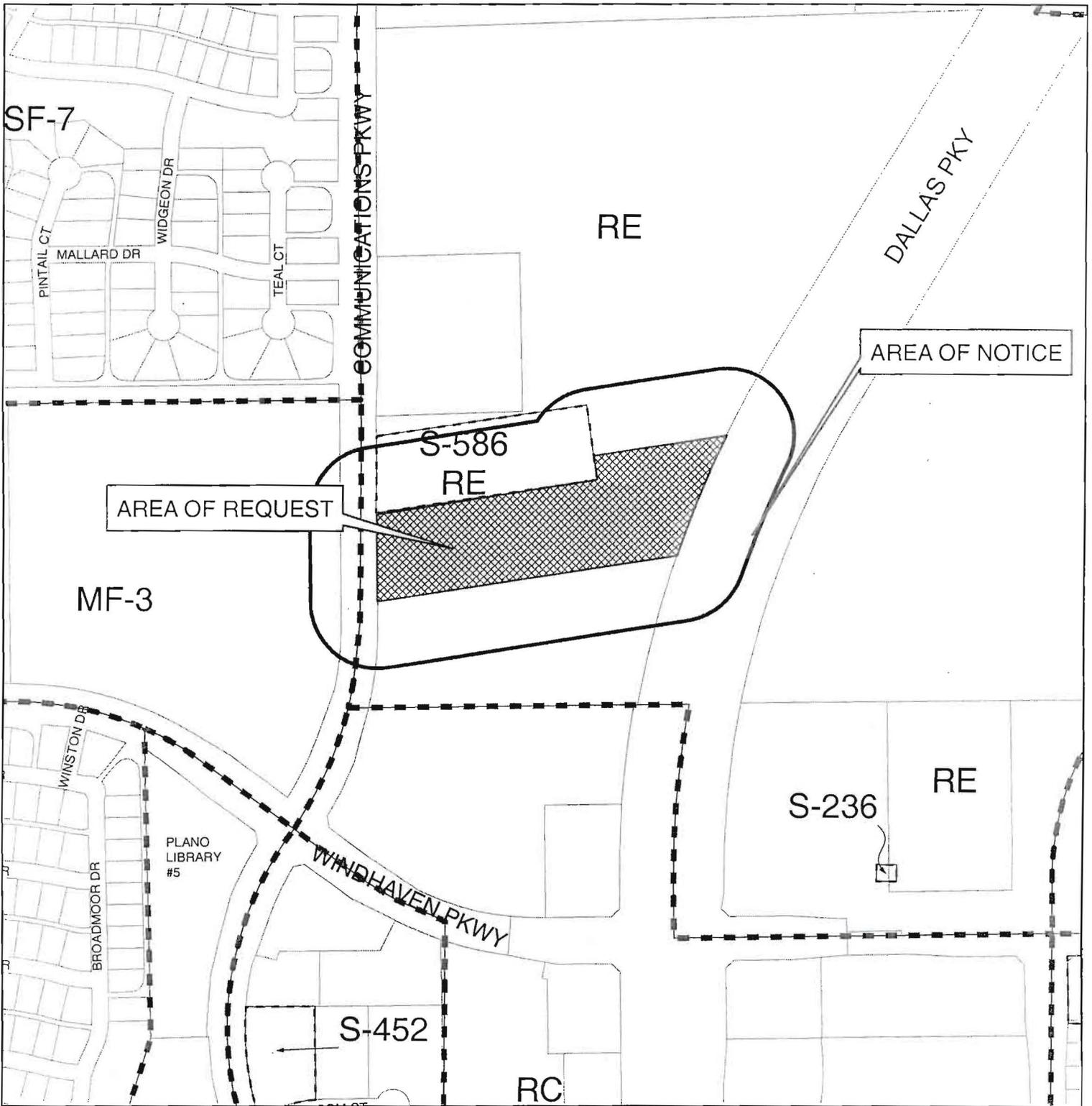
The applicant is proposing an electrical substation on the south side of the existing electrical substation. The applicant plans to connect the proposed electrical substation to the existing electrical substation to the north, in order to receive electrical power from the transmission power lines that are above the existing electrical substation. The proposed electrical substation is needed to serve and accommodate existing and anticipated growth in this area of the city. Attached, please find detailed information from the applicant about the proposed electrical substation.

The property is 6.3± acres. The applicant is proposing to locate the electrical substation equipment on the eastern portion of the site, approximately 320± feet to the east of Communications Parkway and 190± feet to the west of Dallas North Tollway. The electrical substation will consist of various equipment with varying heights, the tallest of which is approximately 100 feet, and is a communication tower. The purpose for the 100-foot tall tower is for communicating with other substations owned by the same electric company. Otherwise the rest of the equipment on the site is at lower heights. As depicted on the companion preliminary site plan, the applicant is proposing to screen

the site with an eight-foot tall masonry screening wall and landscaping. Ornamental trees and shrubbery are proposed along the outside of the entire masonry screening wall. Additional trees, shrubs and berms are proposed along Communications Parkway and the Dallas North Tollway.

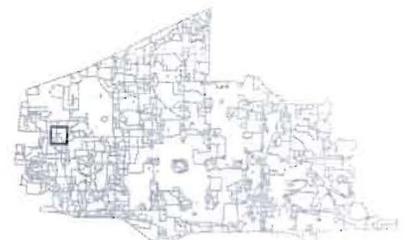
RECOMMENDATION:

Recommended for approval as submitted.



Zoning Case #: 2010-19

Existing Zoning: REGIONAL EMPLOYMENT/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT



○ 200' Notification Buffer

Brazos Electric is a not-for-profit generation and transmission cooperative whose members' service territory extends across 68 counties from the Texas Panhandle to Houston comprising an area of more than 20% of Texas. Organized in 1941, Brazos Electric was the first cooperative formed in Texas for the purpose of generating and supplying electrical power. Today, it is the largest generation and transmission cooperative in the state and is the wholesale power supplier for its 16 member-owner distribution cooperatives. Owned by its member cooperatives, Brazos Electric board of directors is comprised of one representative from each of these 16 members. Brazos Electric's mission is to generate, procure and transmit reliable power at the lowest possible cost.

CoServ Electric is one of the member-owner distribution cooperatives that own Brazos Electric. CoServ Electric is a not-for-profit cooperative headquartered in Corinth, Texas. CoServ provides electric service to more than 130,000 member-owners across six counties in the Dallas-Fort Worth Metroplex. CoServ introduced power to these formerly rural areas in 1938 and is now the second-largest electric cooperative in Texas. Unlike investor-owned utilities, CoServ Electric is owned by the people it serves. Members, as they are called, enjoy electricity priced as closely to cost as possible. They also receive money back in the form of Capital Credits (CoServ Electric's version of dividends) and may vote for the board of directors and attend the annual meeting.

Many service areas in the state are singly certified allowing only one electric distribution company to have facilities available to distribute electric power. However, the area around the Dallas North Tollway and Spring Creek Parkway is a dually certified service area meaning that two different electric distribution companies are allowed by the Public Utility Commission of Texas to serve customers. This allows current and future customers to have a choice. In this particular area, the two companies are CoServ Electric and Oncor.

At the present time, the closest CoServ sources serving the Spring Creek Parkway area come from Brazos Electric substations several miles away. Projections of growth in this section of Plano show that CoServ will need more circuits in order to meet the increased demand for power. It's neither physically nor economically feasible to try to build new circuits from the distant substations in order to resolve the issue. Therefore, a new source of additional power is needed so that an adequate number of circuits can be made available. The new substation will enable CoServ to fulfill its obligation to serve the growing electrical load in the area and continue to provide reliable electric service at the lowest possible cost.

The location of the substation was chosen for reasons including (1) the location of an electric transmission line; (2) the location of the existing Oncor substation, which meets the desire of the landowner to contain substations to one area of their land and; (3) the proximity to the anticipated future load to be served by

CoServ, thereby reducing the cost of installing the new circuits. Being next to the existing Oncor substation presents the opportunity to energize the Brazos Electric substation by a less costly and less visually intrusive method of extending a connection across from the Oncor station. The only other option is to build an array of several very large and very tall steel structures connecting to the double-circuit Oncor electric transmission line and bringing a new transmission line into the Brazos sub. This option would require more right-of-way from the landowner along the Dallas Parkway frontage.

I hope this provides you with the information you need. You can find more at www.brazoselectric.com and www.coserv.com. I and CoServ would be happy to discuss any of this in more detail with you if you would like.

Thank you for your help.

Don McKelvain
Senior Right-of-Way Agent
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CITY OF PLANO

PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 7B

Preliminary Site Plan & Concept Plan:

Acres of Sunshine, Block A, Lots 2 & 3

Applicant: Acres of Sunshine

DESCRIPTION:

Electrical substation and general offices on two lots on 13.6± acres located on the east side of Communications Parkway, 879± feet north of Windhaven Parkway. Zoned Regional Employment/Dallas North Tollway Overlay District. Neighborhood #26.

REMARKS:

The preliminary site plan for Lot 2 is associated with Zoning Case 2010-19 (Agenda Item 7A). The plan proposes an electrical substation sited on the eastern portion of the 6.3± acres subject site with masonry screening walls and landscaping around the perimeter of the substation. The proposed plan complies with the Regional Employment (RE) zoning district development standards and the Dallas North Tollway Overlay District standards. A landscape plan is included for informational purposes only.

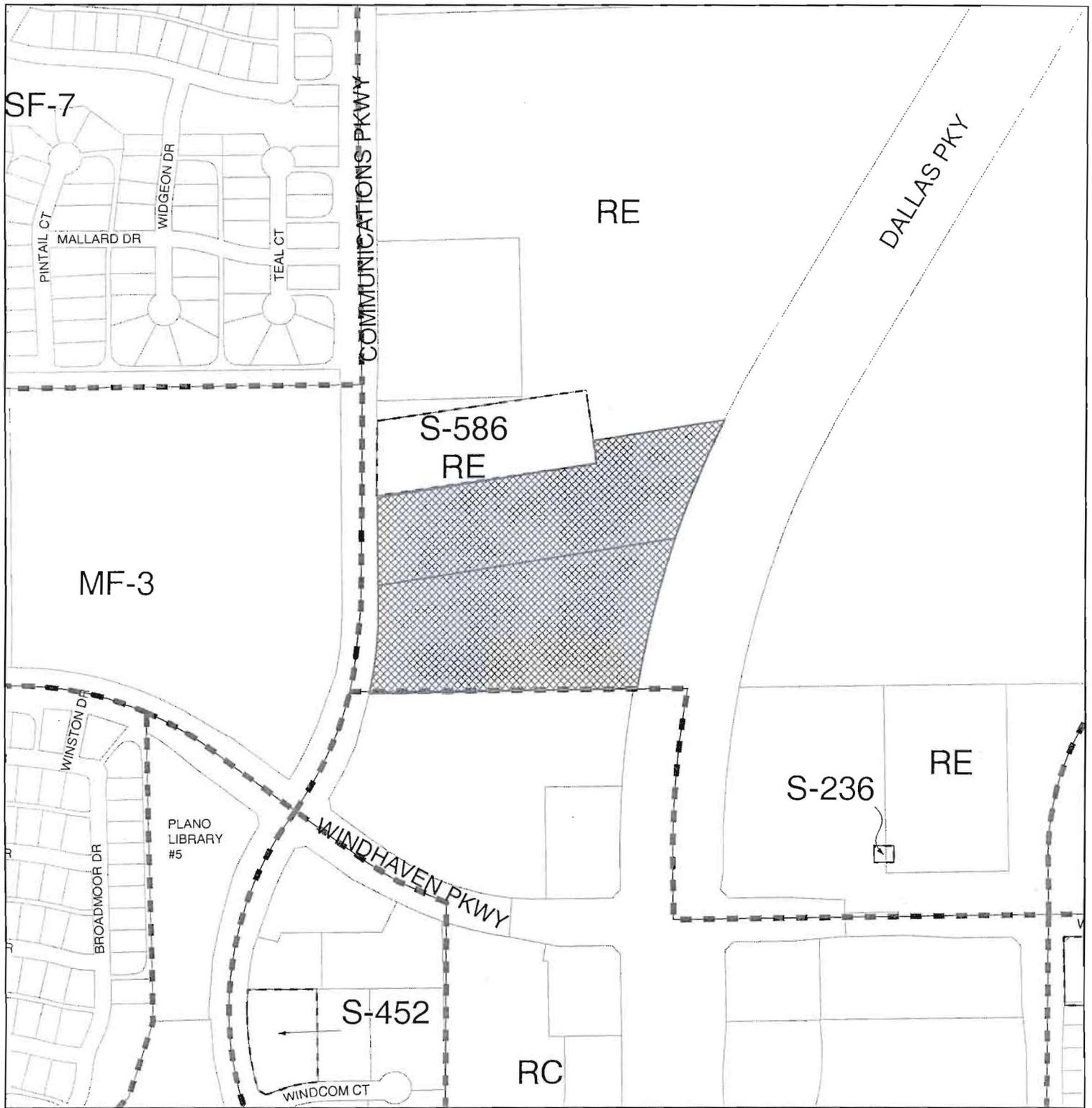
The applicant is also requesting a waiver from the two points of access requirement. Article 5.3.a. of the Subdivision Ordinance requires all nonresidential lots to have two points of access to a public street. Due to low traffic volume (approximately one vehicle trip per week) that is anticipated to serve this property, the applicant is proposing one point of access from the Dallas North Tollway. Given the proposed land use and the low traffic volume anticipated, staff supports the applicant's request for a waiver from the two points of access requirement.

The purpose for the concept plan is to show future general office development.

RECOMMENDATION:

Recommended for approval subject to:

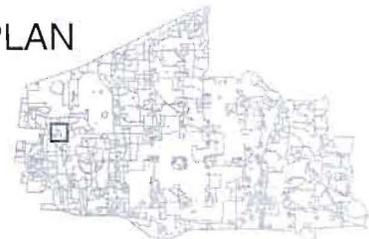
1. The Planning & Zoning Commission granting a variance to the Subdivision Ordinance for two points of access; and
2. City Council approval of Zoning Case 2010-19.



Item Submitted: PRELIMINARY SITE PLAN & CONCEPT PLAN

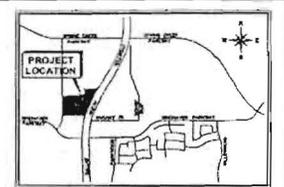
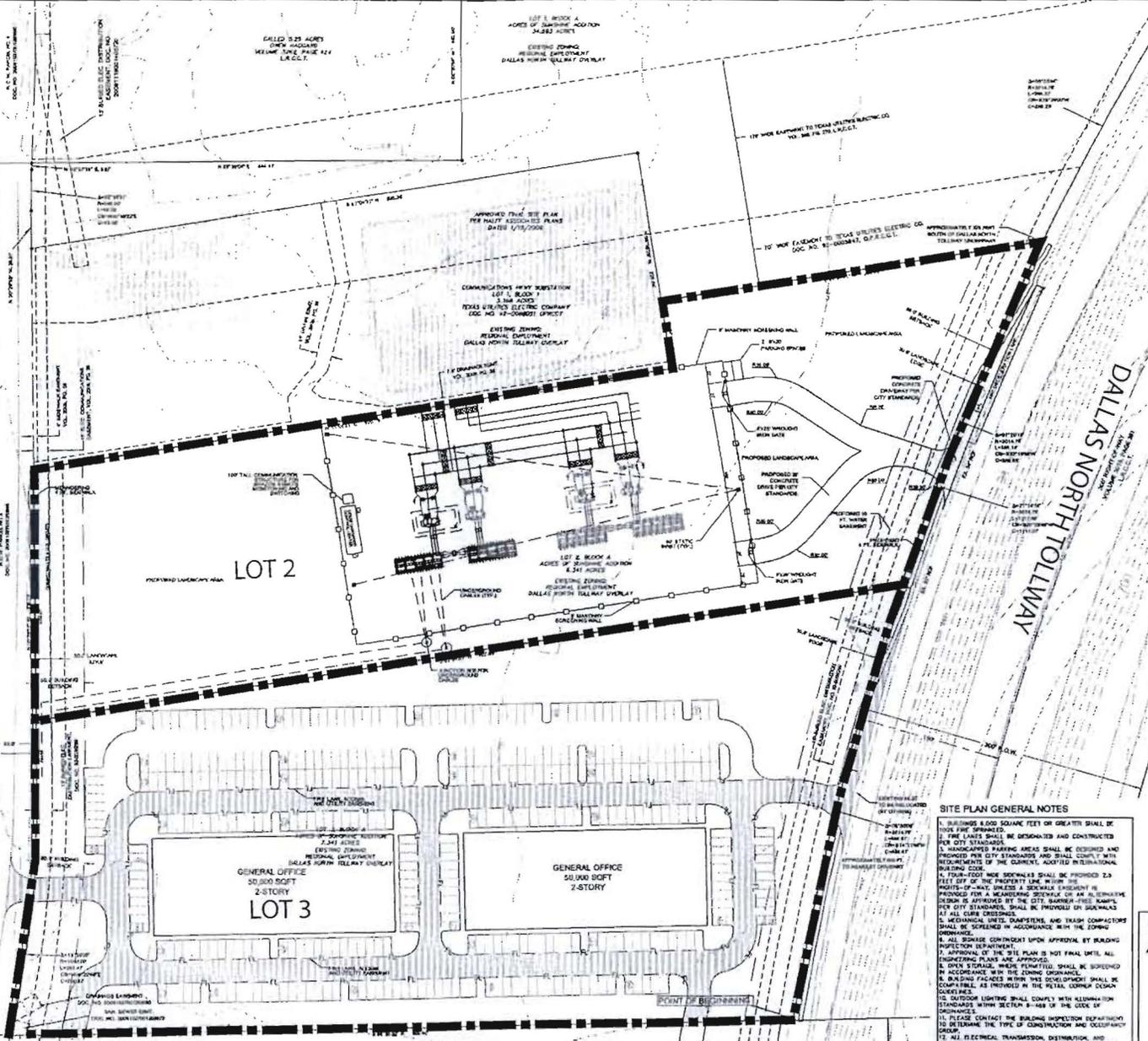
Title: ACRES OF SUNSHINE ADDITION
BLOCK A, LOTS 2 & 3

Zoning: REGIONAL EMPLOYMENT/
DALLAS NORTH TOLLWAY OVERLAY DISTRICT

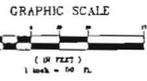


○ 200' Notification Buffer

COMMUNICATIONS PKWY



VICINITY MAP
N.T.S.



ITEM	Lot 2	Lot 3
GENERAL SITE DATA		
zoning (from zoning ordinance)	R-1	R-1
Lot Area (SF and AC)	77,170 SF, 2.23 AC	10,000 SF, 0.23 AC
Building Footprint Area (SF)	N/A	10,000 SF
Total Building Area (SF)	N/A	10,000 SF
Building Height (if shown)	N/A	2-STORY
Lot Coverage (permitted/actual)	N/A	10.0%
Floor Area Ratio (permitted/actual)	N/A	0.23
PARKING		
Parking Ratio (from zoning ordinance)	1.0	1.0
Required Parking (if shown)	0	0
Provided Parking (if shown)	0	0
Assumed Parking Provided (if shown)	0	0
Existing to Excess of Total of Required Parking (if shown)	0	0
LANDSCAPE AREA (including turf areas)		
Landscape Edge Area Provided (SF)	15,000	15,000
Required Turf Area (including turf areas) (SF)	N/A	N/A
Additional Turf Area (including turf areas) (SF)	N/A	N/A
Other Landscaping Area (including turf areas) (SF)	15,000	15,000
Total Landscape Area (SF)	15,000	15,000
PERMEABLE AREA (not including landscaping or turf areas)		
Permeable Paving Area (SF)	10,000	10,000
Other Permeable Area (including turf areas) (SF)	0	0
Total Permeable Area (SF)	10,000	10,000
IMPERVIOUS AREA		
Building Footprint Area (SF)	0	10,000
Area of Sealed Pavement & other Impervious Materials (SF)	0	0
Other Impervious Area (SF)	0	0
Total Impervious Area (SF)	0	10,000
Sum of Total Landscaping Area + Total Permeable Area + Total Impervious Area (SF)	15,000	25,000
Total Impervious Area (SF)	0	10,000

THE OWNER IS REQUESTING A VARIANCE FOR THE POINT OF ACCESS LOCATED ON THE REARWARD PROPERTY TO ACCESS THE OPERATIONAL AND ELECTRICAL SUBSTATION WHICH IS LOCATED APPROXIMATELY 100 FEET FROM THE PROPERTY LINE TO SERVE THE SUBSTATION.

- SITE PLAN GENERAL NOTES**
1. BUILDINGS & GOOD SQUARE FEET OR GREATER SHALL BE TWO (2) STORIES.
 2. THE LOTS SHALL BE DESIGNATED AND CONSTRUCTED AS SINGLE-FAMILY RESIDENTIAL.
 3. UNDEVELOPED PARKING AREAS SHALL BE DESIGNED AND PROVIDED PER CITY STANDARDS AND SHALL COMPLY WITH REQUIREMENTS OF THE CURRENT ADAPTED INTERNATIONAL BUILDING CODE.
 4. FOUR-FOOT WIDE SIDEWALKS SHALL BE PROVIDED 2.5 FEET OFF OF THE PROPERTY LINE WITHIN THE RIGHTS-OF-WAY UNLESS A SIDEWALK EXISTENCE IS PROVIDED FOR A NEARBY PROPERTY OR AN ALTERNATIVE DESIGN IS APPROVED BY THE CITY BARRIER-FREE COMPLIANCE STANDARDS. SIDEWALKS SHALL BE PROVIDED ON CORNERS AT ALL CORNER DRIVEN.
 5. MECHANICAL UNITS, REFRIGERATORS, AND TRASH COMPACTORS SHALL BE SCREENED IN ACCORDANCE WITH THE ZONING ORDINANCE.
 6. ALL SCREENING CONTIGUOUS UPON APPROVAL BY BUILDING INSPECTION DEPARTMENT.
 7. APPROVAL OF THE SITE PLAN IS NOT FINAL UNTIL ALL ENGINEERING PLANS ARE APPROVED.
 8. OVER STORAGE SHALL BE PROVIDED IN ACCORDANCE WITH THE ZONING ORDINANCE.
 9. ALL SIGNAGE SHALL BE PROVIDED IN ACCORDANCE WITH THE ZONING ORDINANCE.
 10. OUTDOOR LIGHTING SHALL COMPLY WITH ILLUMINATION STANDARDS WITHIN SECTION 8-148 OF THE ZONING ORDINANCE.
 11. ALL ELECTRICAL TRANSMISSION, DISTRIBUTION, AND SERVICE LINES SHALL BE UNDERGROUND UNLESS OTHERWISE SPECIFIED.
 12. ALL ELECTRICAL TRANSMISSION, DISTRIBUTION, AND SERVICE LINES SHALL COMPLY WITH THE NATIONAL ELECTRICAL CODE AND THE NATIONAL FIRE ALARM AND SIGNALING CODE.
 13. USE SHALL COMPLY WITH THE ZONING ORDINANCE, INCLUDING BUT NOT LIMITED TO THE FOLLOWING: HEIGHTS, SETBACKS, AND PARTICULATE MATTER. CONDITIONS, USES, OR OPERATIONS, MATERIALS, USES, AND METHODS WHICH ARE PROHIBITED, UNDESIRABLE OR OTHERWISE UNDESIRABLE.

PRELIMINARY SITE PLAN AND CONCEPT PLAN
ACRES OF SUNSHINE ADDITION
LOTS 2 & 3, BLOCK A
 BEING 13.682 ACRES
 SITUATED IN THE
 HENRY B. MILLER SURVEY, ABSTRACT NO. 614
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 DATE: NOVEMBER 8, 2010

Owner:
 Acres of Sunshine, LLC
 10000 Park 100, Suite 100
 Dallas, Texas 75244
 Tel: 972-242-2424
 Fax: 972-242-2424
 Contact: Dave Higgins

Engineer/Surveyor:
 Kimley-Horn and Associates, Inc.
 10700 Park 100, Suite 100
 Dallas, Texas 75244
 Tel: 972-242-2424
 Fax: 972-242-2424
 Contact: Dave Higgins

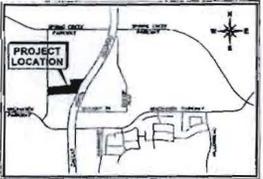
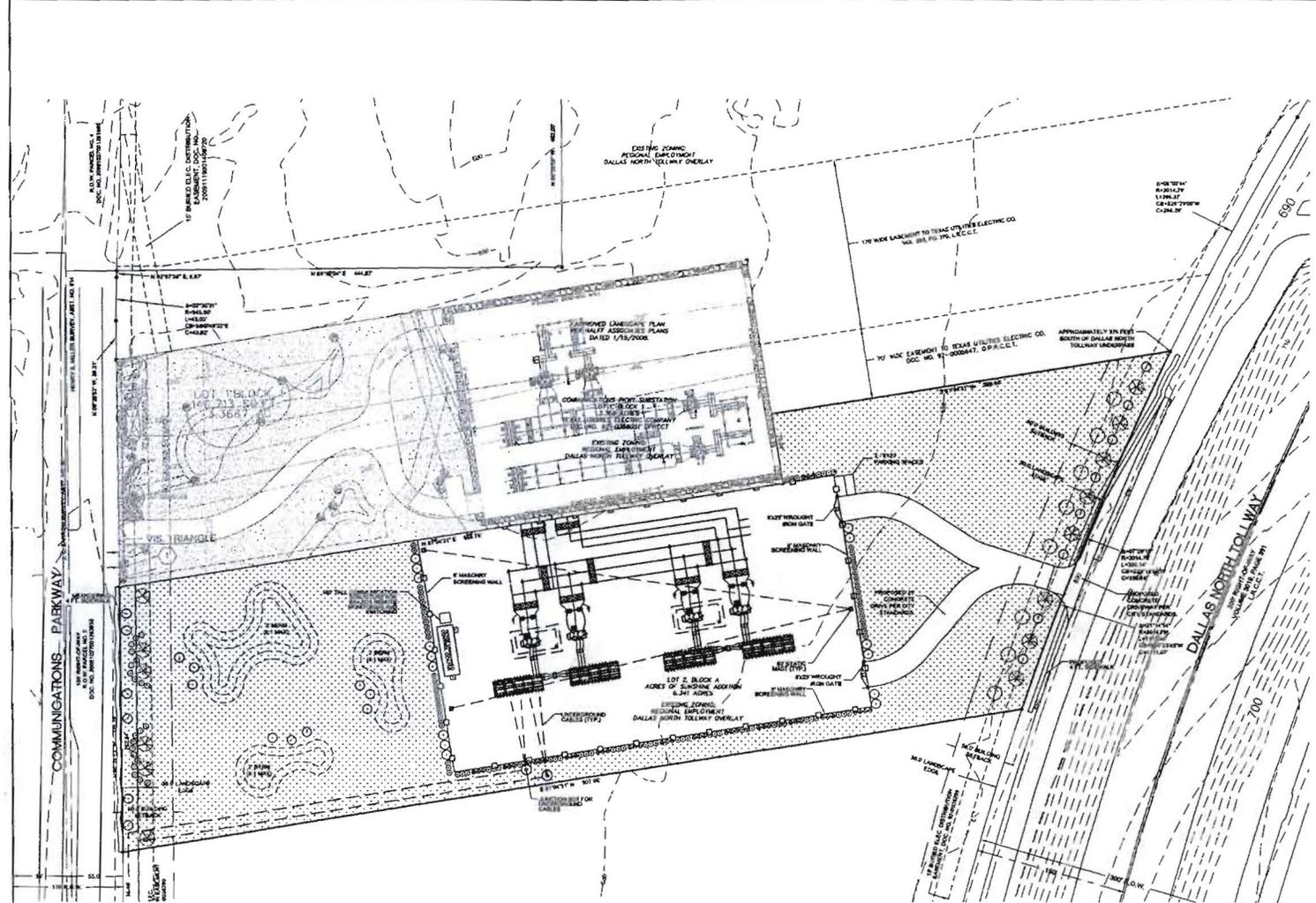
PRELIMINARY SITE PLAN AND CONCEPT PLAN

ACRE OF SUNSHINE ADDITION
 DALLAS NORTH TOLLWAY
 NORTH OF WINDHAVEN PARWAY
 COLLIN COUNTY, TEXAS

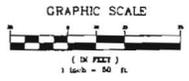
SHEET

Kimley-Horn and Associates, Inc.

10700 Park 100, Suite 100
 Dallas, Texas 75244
 Tel: 972-242-2424
 Fax: 972-242-2424
 Contact: Dave Higgins



VICINITY MAP
N.T.S.



LEGEND

- LIVE OAK
- RED OAK 'SCHUBARD'
- 10' TALLION HOLLY (TREE FORM)
- DWARF BURFORD HOLLY
- 8' TO 10' WAX MYRTLE
- NELLIE R. STEVENS
- HYDRANGEA

CITY OF PLANO LANDSCAPE NOTES

1. CONTRACTOR SHALL STAKE OUT TREE LOCATIONS AND RED CONTOUR FOR APPROVAL 14 DAYS PRIOR TO BEGINNING WORK.
2. CONTRACTOR IS RESPONSIBLE FOR VERIFYING LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ADVISE THE OWNER OF ANY CONDITION FOUND ON-SITE WHICH PREVENTS INSTALLATION AS SHOWN ON THESE PLANS.
4. ALL SURFACE AND SUBSURFACE SLOPES SHALL HAVE A MINIMUM OF (2%) TWO PERCENT SLOPE TO DRAINAGE.
5. TREES SHALL BE PLANTED AT LEAST FIVE (5) FEET FROM ANY UTILITY LINE, AND OUTSIDE ALL UTILITY EASEMENTS AND A THREE (3) FEET CLEAR DISTANCE AROUND FIRE HYDRANTS, UNLESS PRIOR APPROVAL IS GRANTED.
6. ALL TREES PLANTED WITHIN THE CITY OF PLANO MUST BE APPROVED BY THE CITY OF PLANO.
7. ALL TREES PLANTED WITHIN THE CITY OF PLANO MUST BE APPROVED BY THE CITY OF PLANO.
8. TREES OVERHANGING WALKS AND PARKING AREAS SHALL HAVE A CLEAR TRIMME HEIGHT OF SEVEN (7) FEET.
9. TREES OVERHANGING PUBLIC STREET PAVEMENT, DRIVE WAYS, AND FIRE LANE SHALL HAVE A MINIMUM CLEAR TRIMME HEIGHT OF SEVEN (7) FEET.
10. TREES OVERHANGING VISIBILITY EASEMENTS OR RIGHT-OF-WAYS SHALL HAVE A MINIMUM CLEAR TRIMME HEIGHT OF FOURTEEN (14) FEET.
11. TREES PLANTED ON SLOPES SHALL HAVE THE SOIL STAIN AT AVERAGE GRADE OF 12 INCHES.
12. NO SHRUBS SHALL BE PERMITTED WITHIN AREAS LESS THAN THREE (3) FEET IN WIDTH. ALL SUCH AREAS SHALL BE GRADED OR COVERED WITH RED MATERIAL (SUCH AS PAVERS).
13. MULTI-TRUNK AND ORNAMENTAL TREES WILL BE ALLOWED IN THE CITY'S RIGHT-OF-WAY WITH STAFF APPROVAL ONLY. MUST BE OUTSIDE OF VISIBILITY TRIANGLES.
14. IN WEDGERS, ALL LANDSCAPE MATERIAL EXCLUSIVE OF TREES, SHALL NOT EXCEED TWO FEET SIX INCHES (2'-6") IN HEIGHT.
15. A VISIBILITY TRIANGLE MUST BE PROVIDED AT ALL INTERSECTIONS AS REQUIRED BY THE TEXAS TRANSPORTATION DEPARTMENT. SHRUBS ARE NOT TO EXCEED TWO FEET SIX INCHES (2'-6") IN HEIGHT. TREES WILL HAVE A MINIMUM CLEAR TRIMME BRANCHING HEIGHT OF SEVEN (7) FEET.
16. ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY AND GROWING CONDITION AND MUST BE REPLACED WITH PLANT MATERIAL OF SIMILAR VARIETY AND SIZE, IF DAMAGED, DESTROYED OR REMOVED.
17. LANDSCAPE AREAS SHALL BE KEPT FREE OF CONTINENT FROM BUILDING INSPECTION DEPARTMENT APPROVAL.
18. ALL SOILS AND FENCING SHALL BE CONTINUED UPON BUILDING INSPECTION DEPARTMENT APPROVAL.
19. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE PROVIDED TO MAINTAIN ALL LANDSCAPE AREAS. OVER SPRAY ON STREETS AND WALKS IS PROHIBITED. A PERMIT FROM THE BUILDING INSPECTION DEPARTMENT IS REQUIRED FOR EACH IRRIGATION SYSTEM. IMPACT FEES MUST BE PAID TO THE DEVELOPMENT SERVICES DEPARTMENT FOR SEPARATE IRRIGATION METERS PRIOR TO ANY PERMIT RELEASE.

LANDSCAPE EXHIBIT
ACRES OF SUNSHINE ADDITION
LOT 2, BLOCK A
 BEING 6.341 ACRES
 SITUATED IN THE
 HENRY B. MILLER, SURVEY, ABSTRACT NO. 614
 CITY OF PLANO, COLLIN COUNTY, TEXAS
 DATE: NOVEMBER 9, 2010

Owner:
 Kimley-Horn and Associates, Inc.
 10700 Park Central Drive, Suite 1000
 Dallas, Texas 75244
 Tel. No. 972-422-6513
 Fax No. 972-770-8600
 Contact: Dawn Johnson

Engineer/Surveyor:
 Kimley-Horn and Associates, Inc.
 10700 Park Central Drive, Suite 1000
 Dallas, Texas 75244
 Tel. No. 972-770-8600
 Contact: Sarah Johnson

Kimley-Horn and Associates, Inc.
 10700 PARK CENTRAL DRIVE, SUITE 1000
 DALLAS, TEXAS 75244
 PHONE: 972-770-8600
 FAX: 972-770-8600

ACRE OF SUNSHINE ADDITION
 DALLAS NORTH TOLLWAY
 NORTH OF WINDHAVEN PARKWAY
 CITY OF PLANO
 COLLIN COUNTY, TEXAS

LANDSCAPE EXHIBIT

Author	AS (DRAFT)
Designed by	STW
Checked by	STW
Drawn by	ELC
Date	NOVEMBER 2010
Project No.	

SHEET

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 8

Discussion & Direction: Undeveloped Land Study

Applicant: City of Plano

DESCRIPTION:

Discussion and direction regarding the Land Use element, Economic Development element, and Rezoning to Meet Demand policy recommendations from the Comprehensive Plan for the use of remaining undeveloped land in Plano.

REMARKS:

Analysis of Policy Recommendations and Policy Statements

The Planning & Zoning Commission began discussion of policies concerning undeveloped land at the October 4, 2010, work session. Staff presented a summary of each policy, date of adoption, intent, along with the relevance for current issues and future development.

The discussion for the November 15 meeting will focus on the Rezoning Land to Meet Demand policy statement, and policy recommendations regarding undeveloped land found in the Land Use element and Economic Development element of the Comprehensive Plan. Analysis of the policy statement and recommendations, the application of the policies, and the appropriateness of each policy recommendation is included within this staff report. Additionally, Sally Bane, Director of the Plano Economic Development Board, will provide commentary on the importance of undeveloped land within the city.

Staff is seeking direction from the Commission regarding the appropriateness of the policies for present and future land use decisions, and areas of the city where the policies should apply. The feedback received from the Commission will be shared with the City Council in early 2011 to determine how each of the policies should be revised (if necessary) to guide the redevelopment and development of undeveloped land in Plano as part of the Comprehensive Plan update process.

Economic Development Element and Land Use Element

Analysis

The Economic Development element and the Land Use element policy recommendations are intertwined. Decisions made regarding allowing certain type of land uses within certain areas of the city affect where future economic development opportunities can happen. Both elements were approved in early 2008, and include policy recommendations that the city should retain an adequate supply of undeveloped non-residential land for future economic development opportunities. The policy discourages rezoning properties for residential uses in prime economic development areas of the city and accommodating immediate development opportunities. The intent of both policies is to ensure land located along the expressway corridors and in the major employment centers is developed in accordance with the Future Land Use Plan recommendations and supporting zoning districts, and to take advantage of future nonresidential development opportunities which would increase the tax base and provide employment opportunities for Plano residents.

Geography impacted by policy recommendation

The policy recommendations refer to land located within the expressway corridors defined as:

- Dallas North Tollway;
- President George Bush Turnpike;
- Sam Rayburn Tollway; and
- U.S. Highway 75.

The policy recommendations are also applicable to Plano's major employment centers such as the Legacy Business Park and the Research Technology Crossroads.

Appropriateness of Policy

Staff believes the policy recommendations are still appropriate in 2010 since a significant portion of Plano's undeveloped land is primarily located within the expressway corridors and the major employment centers. Interest to rezone land to allow for residential uses within the expressway corridors and major employment areas began to surface in 2007 and continues today. The first area rezoned was the land at the northwest corner of Spring Creek Parkway and Tennyson Parkway within the Legacy Business Park. Plans were approved for the development of 139 single-family homes. Almost 70 acres of land in the Research Technology Crossroads was rezoned during the summer of 2010 for residential development. The demand to rezone land for more housing within prime economic development areas could pick up again when the economy improves. Many members of the development community think the next wave of new residential development will be in the form of multifamily projects.

It is important for the city to retain an adequate supply of undeveloped nonresidential land for future economic development opportunities. Therefore, rezoning properties within the prime economic development areas is generally not recommended and should not be rezoned to accommodate immediate development opportunities. Having

undeveloped land within the city is an asset for Plano as it allows the city to attract businesses which can bring additional residents as well as increased property values and revenues for the city.

However, given the extensive amount of retail and commercial zoning within these corridors, there may be unique opportunities in the future to rezone some of these properties to allow for residential uses. Scrutiny should be given towards how the residential area will be integrated with the surrounding community. The Commission needs to determine if there are areas within the expressway corridors where it would be appropriate to allow residential uses in certain areas, and if yes, in what form of residential development (i.e. mixed-use, multifamily, single-family neighborhoods, etc.). The Commission may determine that given the undeveloped land's proximity to the expressways, combined with the need and importance of having land available for future economic opportunities, that residential uses are not appropriate within the expressway corridors and major employment centers

Rezoning to Meet Demand Policy Statement

Analysis

The Rezoning to Meet Demand Policy Statement was approved in August 2004 during a time when the city began the process of changing the direction of the Comprehensive Plan. For many years, the plan provided guidance on how to build a city. By 2004, undeveloped land comprised only 25% of Plano's land area and the focus of the plan shifted to the impact of a city transitioning from high growth to full development. There were concerns there may be too much land zoned for retail, office, and industrial uses. However, the policy stated that changing the zoning to allow for residential uses, while that may reflect the immediate market, may not always be appropriate and presented criteria to consider before making decisions and taking action. The criteria included consideration of the connection of the rezoned land to other residential areas, creation of residential projects separated from existing neighborhoods, schools, provision of municipal services, protection from environmental nuisances such as noise, fumes, and glare, as well as preservation of land within the expressway corridors and major employment centers for future economic development.

Geography impacted by policy statement

The policy statement applies to all areas of Plano.

Appropriateness of Policy

This is still a major issue for consideration today; however, much has changed since the policy was written in 2004. Only 8.4% of the city remains as usable undeveloped land, and 86% of the undeveloped land is zoned for nonresidential uses. Given the limited land zoned for residential use, staff anticipates that the city will continue to see requests from developers to rezone land for residential uses given the quality of infrastructure, municipal services, schools, and employment opportunities that the city as a whole provides.

The analysis provided within this report regarding the Land Use element and Economic Development element policy recommendations and the issues associated with them are significantly related to this policy statement. The land staff anticipates will receive the most pressure to be rezoned for other uses exists within the expressway corridors and major employment centers due to its greenfield nature and location within the Dallas-Fort Worth region. Additionally, other available land elsewhere in Plano may have difficult development challenges due to limited visibility, lack of utility infrastructure, difficult access, drainage implications, parcel size, fragmented ownership, or incompatible neighboring land uses.

With the recovering economy and the decreased development activity over the past few years, this policy will become more significant as developers and property owners look for development opportunities within Plano. The Commission will need to carefully consider the development requests that deviate from the Future Land Use Plan recommendations. Plano has benefitted from having a healthy economic tax base due to non-residential development, and this has allowed the city to provide quality infrastructure facilities and services for its residents. As revenues continue to level off and or decline for the city, it is important that land within the major employment centers and expressway corridors be retained for future non-residential development. This will help maintain or increase Plano's property tax base and lessen the financial burden on the city's residents for maintaining quality infrastructure, municipal facilities and services.

As the Commission evaluates this policy, as well as the policy recommendations from the Land Use and the Economic Development elements, consideration needs to be given to the following:

1. Should the city allow additional multifamily development? If so, where? In what format - only in mixed use settings as part of an urban center? If designed properly, could lower density multifamily development be appropriate in other settings?
2. Where should the city reserve land for regional retail development, corporate headquarters and other employment-generating uses?
3. Should some areas, such as Legacy or in the major corridors, be off-limits for additional residential development?
4. Should the city continue to promote complete neighborhoods with access to schools, parks and amenities for additional traditional single-family development?

Text from the policy recommendations from the Economic Development and Land Use elements of the Comprehensive Plan are attached to this report along with the Rezoning to meet Demand Policy Statement. If the Commission desires to read the full text of each element, you can access the information at:

<http://plano.gov/Departments/Planning/planningdocuments/Pages/ComprehensivePlan.aspx>

RECOMMENDATION:

Recommended that the Planning & Zoning Commission provide staff with direction regarding the appropriateness of each policy recommendation, any amendments to the recommendations, and areas of the city where these policies should apply.

City of Plano COMPREHENSIVE PLAN

ECONOMIC DEVELOPMENT ELEMENT

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disadvantage when competing with cities that are not members of transit organizations.

However, another Texas local government statute, Chapter 380 from the Texas Local Government Code, allows for cities to use money for economic development from other funding sources. The City passed a small property tax increase in 2006 that provides an incentive fund for economic development. The fund has greatly increased the PEDB's competitiveness for recruitment and retention projects.

Although Chapter 380 provides cities an alternative incentive option, sales taxes would be a more effective funding source as property taxes are an additional business cost. So far, efforts to amend state law to give member cities of regional transit authorities the opportunity to apply sales taxes to economic development activities have been unsuccessful. Plano and other cities belonging to transit authorities should continue pursuing legislative changes in this regard.

As Plano matures, Business Retention and Expansion (BRE) will become increasingly important. Building relationships with executives and brokers helps PEDB identify companies that are expanding in Plano or are likely to relocate. PEDB also operates programs that facilitate interaction between business leaders and public officials.

PEDB devotes considerable attention to recruiting businesses to Plano's Research/Technology Center district (RT) and surrounding industrial areas, stimulating redevelopment of aging retail centers and marketing to technology companies. PEDB networks with the broker community to communicate the assets of the area and to

recruit prospective companies. It is also active in trade shows targeting existing technologies such as electronics and semiconductor as well as emerging technologies such as nanotechnology. The PEDB also works closely with SMU's Guildhall to build a digital media industry cluster in Plano.

As neighboring cities grow and develop new shopping centers, retail has become a focus. The PEDB is active in the International Council of Shopping Centers (ICSC), attends retail trade shows and works with property owners to protect Plano's retail base. The PEDB continues to support retailers and local businesses to help find suitable redevelopment opportunities for under performing and vacant retail centers. Plano also has a retail incentive program which uses Tax Increment Financing (TIF) zones for downtown and the Shops at Willow Bend. City Council also can approve the use of Chapter 380 funds to provide infrastructure for major projects.

Land Use and Economic Issues

Preservation of Land for Future Economic Development

Over 20% (9,500 acres) of land in Plano is undeveloped. Almost 70% of this land is zoned for commercial uses such as office and retail, and most of the land is located along the major expressway corridors and within the City's employment centers. As mentioned under the Critical Issues subchapter, the demand for housing is still quite strong in Plano, and there is pressure from the development community to rezone land to allow for additional residential development. Some areas zoned for

nonresidential uses may be appropriate for housing and should be considered for residential development.



Figure 5 - Vacant land along George Bush Turnpike corridor

However, rezoning requests must be carefully examined to ensure that proposed locations are suitable for residential development and that Plano's economic viability is not being jeopardized in order to accommodate short-term demand. The availability of undeveloped "greenfield" sites is vital to encourage expansion and relocation of businesses. Therefore, the City should preserve land along the expressway corridors and in the employment centers for future economic development opportunities.

Mixed Use Development

Development projects that include both residential and commercial uses are generally inappropriate for the four major expressway corridors and the two major employment centers in Plano. Exceptions may be appropriate for urban center

projects such as Legacy Town Center that fully integrate a variety of uses into a pedestrian-oriented environment. The Urban Centers Study defines urban centers as "a form of development that integrates the components of modern life – housing, workplace, shopping, and recreation – into compact pedestrian oriented neighborhoods." Structures within urban centers should be flexible to adapt to changing uses over time. The study was adopted by the City Council in 2006 and provides specific recommendations for design and development of major mixed use projects. It recommends a minimum of 50 acres to adequately incorporate residential, employment, retail, and entertainment uses into a functional neighborhood environment.



Figure 6 - Fillmore Pub in Downtown Plano

It is generally recommended that mixed use projects proposed for these areas conform to the minimum development size. Smaller projects do not typically include enough households to provide viable support to the other uses in the development. In some

cases, proposed projects may actually be “multi-use” instead of “mixed use.” They do not integrate residential uses within the same buildings or blocks. In these cases residential and commercial uses may be part of the same site or project area, but they are physically and functionally separated from each other. Cross access may link the two uses, but the individual parts of the development are largely self-reliant entities.

Residential development in major expressway corridors or employment centers would be classified as “Alternative Neighborhood Settings” because they are different from the typical Plano neighborhood. These typical neighborhoods include approximately one square mile bounded by major, local thoroughfares with schools and park sites in the center and consist primarily of low-density residential subdivisions. Part B of the Infill Housing Policy Statement 4.0 provides guidance regarding residential development in alternative neighborhood formats. The policy statement and the Urban Centers Study should be referenced when evaluating requests for residential development within locations that are generally reserved for economic development.

Overabundance of Retail Zoning

Most intersections of major thoroughfares have retail zoning and development on all four corners. Developments at these intersections comprise the majority of Plano’s 19 million square feet of retail space (2007 Costar) and amounts to over 76.3 square feet per person, almost three times the regional figure.

The overabundance of retail development and changing market trends are creating difficulties. Some retail centers have empty storefronts and anchors. Some big box users have moved their stores to locations along regional expressways leaving large empty buildings behind. The Weitzman Group estimates that approximately 10% of the City’s retail space is vacant.

The overabundance of Retail zoning and development led to Plano forming a partnership with the cities of Carrollton and Richardson to study underperforming retail sites and develop near- and long-term recommendations. The study was completed in 2003 and named “Tri-City Retail Study.” In response to the study, Plano has broadened the uses allowed in Retail zoning and has been cautious in approving additional retail zoning requests.

Objectives for Theme II – City of Organized Development

- **Objective B.1** Ensure remaining undeveloped land is used to support the long-term economic viability of the community, including the preservation of major corridors and business parks for economic development.
- **Objective B.2** Retain and support Plano’s businesses.
- **Objective B.3** Attract new businesses that promote job growth and contribute to the city’s tax base.

City of Plano COMPREHENSIVE PLAN

LAND USE ELEMENT

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Plano's population is also aging; the population over age 65 was approximately 16,000 at the time of the 2005 American Community Survey (ACS) census and is expected to more than double by 2020 (to a projected 40,000 residents). This will have a impact on Plano's housing requirements and land use demands. Currently Plano's Zoning Ordinance provides for a range of senior housing options in several district categories. It also includes reduced requirements for parking, dwelling size, and similar accommodations based on the actual needs of senior residents. The City should also encourage the development of senior housing in urban centers which can provide a variety of services within walking distance.

Economic Development

In the 1980s Plano began to attract a number of corporate citizens and emerge as an employment center. Today, Plano has a significant amount of office development in the Legacy area, along U.S. Highway 75 and within the Plano Parkway/President George Bush Turnpike (S.H. 190) corridor (including the Research/Technology Crossroads area). There are about 125,000 jobs in Plano and recent employment data indicates that number is expected to grow to approximately 167,000 by 2025.

Plano's economy also has a significant retail and service sector component. New competition from retail development is emerging in outer tier suburbs and Plano is challenged with maintaining its retail market share. The Tri-City Retail study, completed in 2003, explored this issue in-depth and identified challenges such as municipal planning practices which led to retail over-zoning; rapidly changing retail

formats (nationally and regionally); and dramatic shifts in demographic characteristics, particularly age and ethnicity. Continued success of the City's retail sector will depend on its ability to address these issues appropriately.

Plano has four regional development corridors running through it or along its boundaries (S.H. 121, U.S. 75, the Bush Turnpike, and the Dallas North Tollway). These are generally comprised of the expressways themselves, two parallel arterial streets, and the land in between. Properties in these corridors tend to be highly visible, readily accessible, and suitable for many types of commercial uses. The resulting land areas are typically adequate to provide flexibility in the design and orientation of development and therefore a variety of uses are appropriate. However, the noise and traffic generated by major expressways are often not conducive to residential uses.

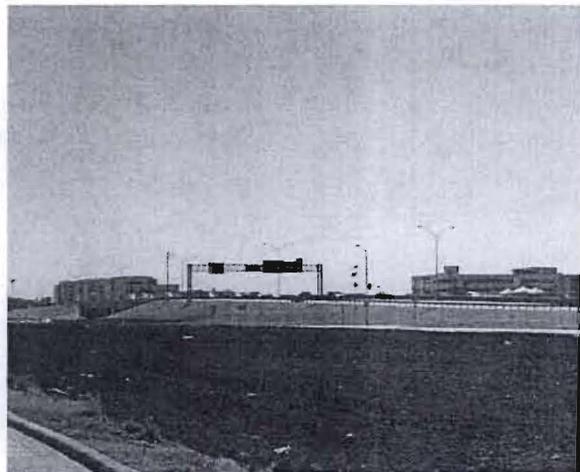


Figure 5 - Undeveloped land along Dallas North Tollway

Two other major areas (Legacy and Research/Technology Crossroads) in northwest in southeast Plano combine with the four regional development corridors to

comprise Plano's primary bases for economic development. A significant portion of Plano's undeveloped land also lies within these six areas. Because of this and the current demand for residential development, the City has fielded a number of requests to convert properties in these locations to residential use. It is important for the City to retain an adequate supply of undeveloped nonresidential land for future economic development opportunities. Therefore residential rezoning in these prime economic development bases is generally not recommended. Accommodating immediate development opportunities is not an adequate reason alone for rezoning nonresidential properties for residential purposes.

Development Trends

Changes in business operations and marketing approaches often affect development and land use patterns. This is particularly evident in the retail industry where major grocery, appliance, computer, discount department, and home improvement chains are building stores in locations where they can attract business from regional or community-wide service areas. In the past, this type of store typically anchored a small- to medium-sized neighborhood shopping center. Smaller retail stores and shops in these same centers often depend on anchor stores to attract customers. As these stores move to more regionally accessible locations, the resulting vacant spaces can be hard to fill. Creative strategies for filling these vacant "big-box" stores will be important to continued success of smaller retail centers. In some cases, the lack of demand and market saturation may make it necessary to redevelop these properties for different uses that cannot be accommodated by the current building configuration.

Another development trend that warrants discussion is the concept of "new urbanism." Proponents of new urbanism suggest that



Figure 6 - Legacy Town Center North

a return to more traditional forms of urban development could provide better living environments. Plano, like most suburbs, predominantly consists of a low-density, automobile-oriented development pattern. However, the success of urban centers in Downtown Plano and the Legacy Town Center has demonstrated that new urbanist concepts can be successfully incorporated into the City.

The Urban Centers Study states that development of additional urban centers may be appropriate in a few additional locations in Plano. These compact, mixed use environments can not only increase the variety of land uses within the City, but can support additional mass transit service and reduce automobile traffic. However, this style of development should not be used merely as a means of gaining additional density and zoning flexibility. This Study defines the key characteristics and design elements of urban centers and the site attributes that should be used in finding

suitable locations for this form of development. True urban centers should provide opportunities for residence, employment, shopping, and entertainment in a pedestrian oriented neighborhood environment. Such centers will typically require fifty acres or more to create a successful, balanced development.

The development community is increasingly interested in mixed-use developments. Plano currently has more retail uses that can be supported in the long-term and some existing retail centers are experiencing difficulties. In recent years, the City has received inquiries and some rezoning applications for mixed-use projects on properties that are currently zoned for nonresidential use. The inclusion of residential and nonresidential uses on the same site does not constitute mixed-use development. A typical in-line shopping center or big box store with parking in front and apartments in the rear connected by a street or driveway is more representative of two separate projects sharing a common property line. The proposed apartments or other forms of residence should be more than just "filler" for the portion of the property that cannot be marketed for retail use. Instead, the vehicular and pedestrian circulation systems, parking configuration, building layout, and architectural design should all be integrated in a manner that creates a single development project.

In some cases, the subject sites may be appropriate for urban center development in accordance with the criteria established in the Urban Centers Study. In other cases, the size, location, and other factors may make such sites appropriate for a condensed mixed-use development that does not result in a fully functional neighborhood like an urban center.

Mixed-use development outside the context of an urban center should occur only when there is reasonable evidence to indicate that development of the site for nonresidential uses would not add to current market saturation and the proposed uses are integrated into a cohesive development plan.

Plano is also becoming a major medical center within the Dallas/Fort Worth region. With three major hospitals and another under



Figure 7 - Presbyterian Hospital of Plano construction, medical services are becoming a major component of the City's economy. This emerging trend will ensure that Plano's residents have access to excellent health care and expand the City's employment base.

Changing Technology

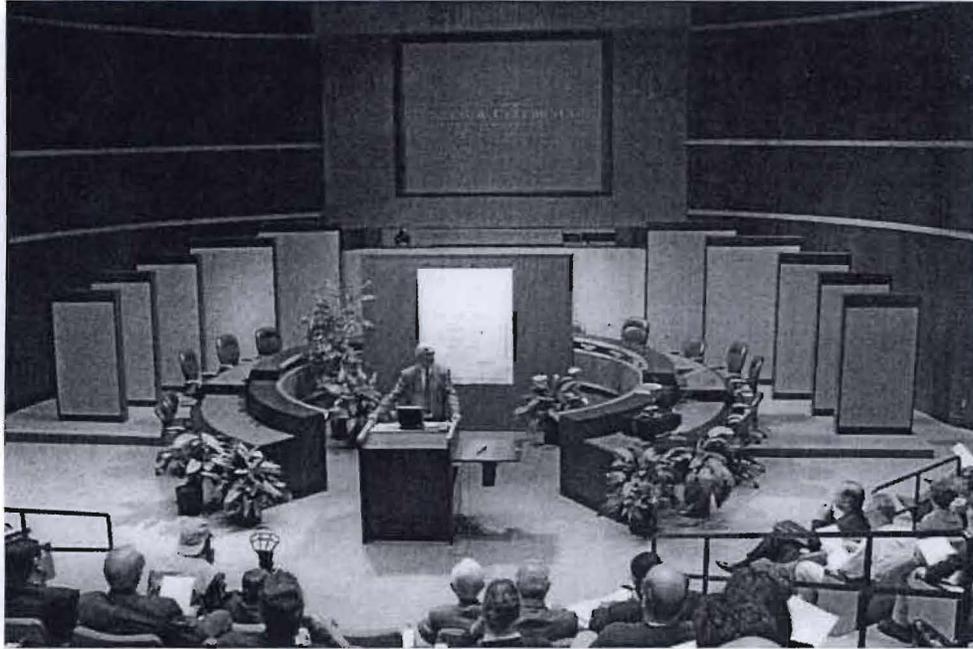
Technological advances have greatly impacted the design and development of cities over the decades. The most obvious example is the automobile, which has affected both the overall development of cities and the design of individual site plans and subdivision plats. Other technological advances have been more subtle.

Today, advances in telecommunications and information technology are reinventing the way we live, work, and play, making it possible for more Americans to work, shop, and even socialize at home. This in turn impacts the form of our cities and service needs. For example, the ability to telecommute allows residents to reduce trips to and from work and in turn, helps reduce traffic congestion and air pollution. These technological advances have facilitated an increased number of home-based businesses.

Home-based businesses could greatly benefit the viability of Plano's neighborhoods by increasing the "daytime population" and, in effect, helping deter crime. Plano should work to ensure that its codes and ordinances accommodate home-based businesses, without compromising the character and integrity of its neighborhoods. (The Technology Element of the Comprehensive Plan contains a more detailed description of this issue).

Objectives for Theme III – City in Transition

- **Objective C.1** Ensure continued vitality of existing residential neighborhoods throughout the City.



Rezoning Property to Meet Demand

Policy Statement 2.0

Description

This policy paper provides guidance when considering requests to rezone properties. It addresses the following objectives as stated in the Land Use Element of the Comprehensive Plan:

- ▶ **Objective A.4** Provide for an economic base that generates jobs for current and future residents and revenue sources for public facilities, infrastructure, and services.
- ▶ **Objective B.3** Provide for a balanced and efficient arrangement of Plano's land resources that accommodates residency, employment, shopping, entertainment, and recreation.
- ▶ **Objective B.4** Ensure land use compatibility by grouping complimentary land use activities and creating transitions between conflicting activities.

This topic is particularly significant because of the ongoing imbalance between residential- and non-residential-zoned land in Plano. More land is zoned for retail, office, and industrial uses than is likely to develop. When zoned land exceeds demand, zoning imbalances occur and some owners of non-residential property may seek rezoning for residential uses. As Plano matures and property owners recognize this imbalance, the likelihood of rezoning requests increases. "Down-zoning" property from non-residential categories to residential categories is not always appropriate and criteria are needed to guide this process.

Background

Major factors leading to this zoning imbalance include:

Major Corridors

Major expressways and other heavily traveled regional thoroughfares often present opportunities for a variety of non-residential uses due to their regional accessibility and prominence. Plano currently has four such corridors—Central Expressway (U.S. 75), Preston Road (S.H. 289), the Dallas North Tollway, and President George Bush Turnpike (S.H. 190). S.H. 121 is also planned to become a regional expressway and its zoning reflects that condition. These major corridors are typically zoned for retail, restaurant, entertainment, and office uses. Office developments can often achieve major heights depending on height/setback ratios as measured from nearby residential districts. These major corridors contribute significantly to Plano's economy. They also buffer residential areas from noisy traffic. On the other hand, the existence of these corridors can saturate the market with non-residential properties. This reduces the likelihood of development for many of the non-residential properties away from major corridors.

Major Intersections

Plano's grid system of major thoroughfares provides for effective and efficient traffic circulation. It creates more than 50 major intersections at approximately one-mile intervals. Up until the mid-1980's, it was common to zone as many as four corners at each intersection for future shopping centers. Although these intersections seem to provide "perfect" locations for retail uses, market saturation has led to undeveloped sites, partially developed sites, and vacant or underused retail buildings. It is often difficult to develop traditional single-family subdivisions on these sites because of their size and shape limitations and the inability to incorporate these developments into established residential neighborhoods.

Disjointed Development Patterns

Disjointed development patterns often result when retail or office tracts are partially developed and the market will not support completion of original plans. This process often leaves pockets of land that are inappropriate for typical residential development.

Analysis

The above noted issues must be given serious consideration, but they should not preclude efforts to place residential development in areas previously reserved for non-residential uses. Plano's reputation as an economic center and its accessibility will continue to make the city a desirable place to live. As a result, there may be a greater demand for residential development, while the supply of residentially-zoned property decreases. It is also likely that greater densities will need to be achieved to make the conversion of properties from residential to non-residential zoning categories economically feasible. Otherwise, property owners will continue to hold these properties until a non-residential opportunity occurs. Often, this will mean the newer development will attract tenants away from an existing development and threaten its viability. This process, known as "cannibalization," simply moves businesses around without improving the local economy.

As land supply diminishes, properties once considered undesirable will be given greater consideration for new development. These properties may require rezoning or amendments to existing zoning categories to accommodate changing market conditions. The City of Plano will need to make difficult decisions regarding the long term use of these "left-over" tracts. Without careful consideration many of these properties may remain undeveloped and will be a constant source of apprehension for nearby homeowners, developers, and the city.

Policy Statements

Below is a policy statement with a series of criteria to guide consideration of requests to rezone properties or amend the use charts of the Zoning Ordinance in regard to underperforming retail properties.

Evaluate requests for text amendments or for rezoning non-residential properties for residential uses based on the following:

1. *A property must be physically appropriate (in terms of size, dimensions and shape) for residential use;*
2. *The area to be rezoned is an extension of a residential neighborhood and is not separated from the neighborhood by a thoroughfare of Type "C" or larger;*
3. *The area is not affected by adverse environmental conditions such as noise, light fumes, or related nuisances;*
4. *The proposed rezoning or text amendment conforms to the objectives and strategies of the Land Use and Housing Elements of the Comprehensive Plan;*
5. *The rezoning would not result in a shortage of land required for neighborhood retail or service uses;*
6. *The rezoning or text amendments would not jeopardize the land areas considered prime for future economic expansion;*
7. *The rezoning or text amendments would not result in residual tracts that are inconsistent with the Comprehensive Plan;*
8. *The resulting conversion to residential use would provide for an appropriate transition between residential and non-residential uses; and*
9. *The rezoning or text amendment is clearly consistent with the intent of reducing the overall impact of zoning imbalance on the city's Land Use System.*
10. *Consider the impact that the proposed rezoning would have on existing public service facilities (schools, parks, streets, etc.).*

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 9

Discussion & Direction: Research/Technology Center District

Applicant: City of Plano

DESCRIPTION:

Request for discussion and direction regarding proposed changes to the Research/Technology Center zoning district including: appropriate boundaries for the district, consideration of uses and zoning regulations for properties remaining within the district, and consideration of uses and zoning regulations for any properties being considered for removal from the district. Tabled 11/01/10.

REMARKS:

This item was tabled by the Planning & Zoning Commission at its meeting on November 1, 2010, and needs to be removed from the table.

A work session was held on November 1, 2010, to allow for input from property owners in the Research/Technology Center (RT) district regarding the Commission's preliminary recommendation to designate a portion of the RT district east of Bradshaw Road as appropriate for residential development. At that meeting, the Commission determined that the area east of Plano Parkway and south of 14th Street should remain part of the district and retain the existing PD-202-RT zoning.

The Commission also discussed the area south of 14th Street, west of Plano Parkway, east of Bradshaw Drive. The main considerations discussed were allowing residential uses in addition to the existing PD-202/RT zoning, or removing this area from the RT district and rezoning to allow for residential uses, recognizing that some of the smaller properties may need to retain nonresidential zoning. These potential changes are reflected on the attached map. The Commission wanted to receive additional comments from RT property owners, especially those in the affected areas, prior to making a recommendation to City Council. Accordingly, this item has been scheduled for additional discussion at the Commission's November 15, 2010, meeting and staff has again invited property owners to the meeting.

In addition to the areas mentioned above, staff has received emails (attached) from property owners and their representatives regarding properties in the area north of the railroad tracks, east of Shiloh Road and west of Los Rios Boulevard. This area has been identified by Economic Development as distinct from the rest of the RT district. Staff is therefore seeking additional direction from the Commission regarding this area in accordance with the City Council's request for the development of a new plan for the RT district.

Finally, staff and Commission members have noted in the course of prior discussions, that properties developed under the previous Light Industrial-1 zoning regulations can be hard to redevelop under the RT standards. Section 7(c) of the RT district regulations provides an exemption from the RT standards for some uses developed prior to the initial zoning of RT:

"Existing office-showroom/warehouse and/or storage or wholesale warehouse developments and properties with a valid preliminary site plan or site plan for said uses, approved prior to the initial zoning of property as RT, are exempt from the above requirements for maximum building size and percentage of space devoted to warehousing."

If the Commission determines that this is a concern, these properties could be considered for removal from the district as well. Alternately, the Commission could consider retaining the properties in the district and amending the RT regulations to address any concerns related to redevelopment of these properties.

Copies of the packet materials provided for the November 1, 2010, meeting are attached for your reference, as are some additional maps of the areas under discussion.

Once the recommendation regarding boundaries has been formulated, staff is requesting additional guidance on the method of implementation.

Possible methods for implementation include:

1. The Commission and City Council could consider an interim amendment to the Comprehensive Plan designating the area as appropriate for residential development and allow property owners to request zoning. However, the Future Land Use Map does not differentiate between types of residential development; it just indicates an area is generally residential. The main downside to this approach is that it could result in scattered residential development under the existing RT zoning. This approach may make it harder to create a cohesive land use pattern that supports the livable neighborhood concept.
2. Another option is a city-initiated zoning case to work with property owners to determine appropriate residential zoning classifications for the area. This would facilitate more specific zoning recommendations and would allow the Commission to consider the zoning of the entire area at one time. This would support efforts to create a cohesive neighborhood. The downside to this is that depending on developer interest, it may require future adjustments to the zoning. This is the method that staff recommends.

Public Response

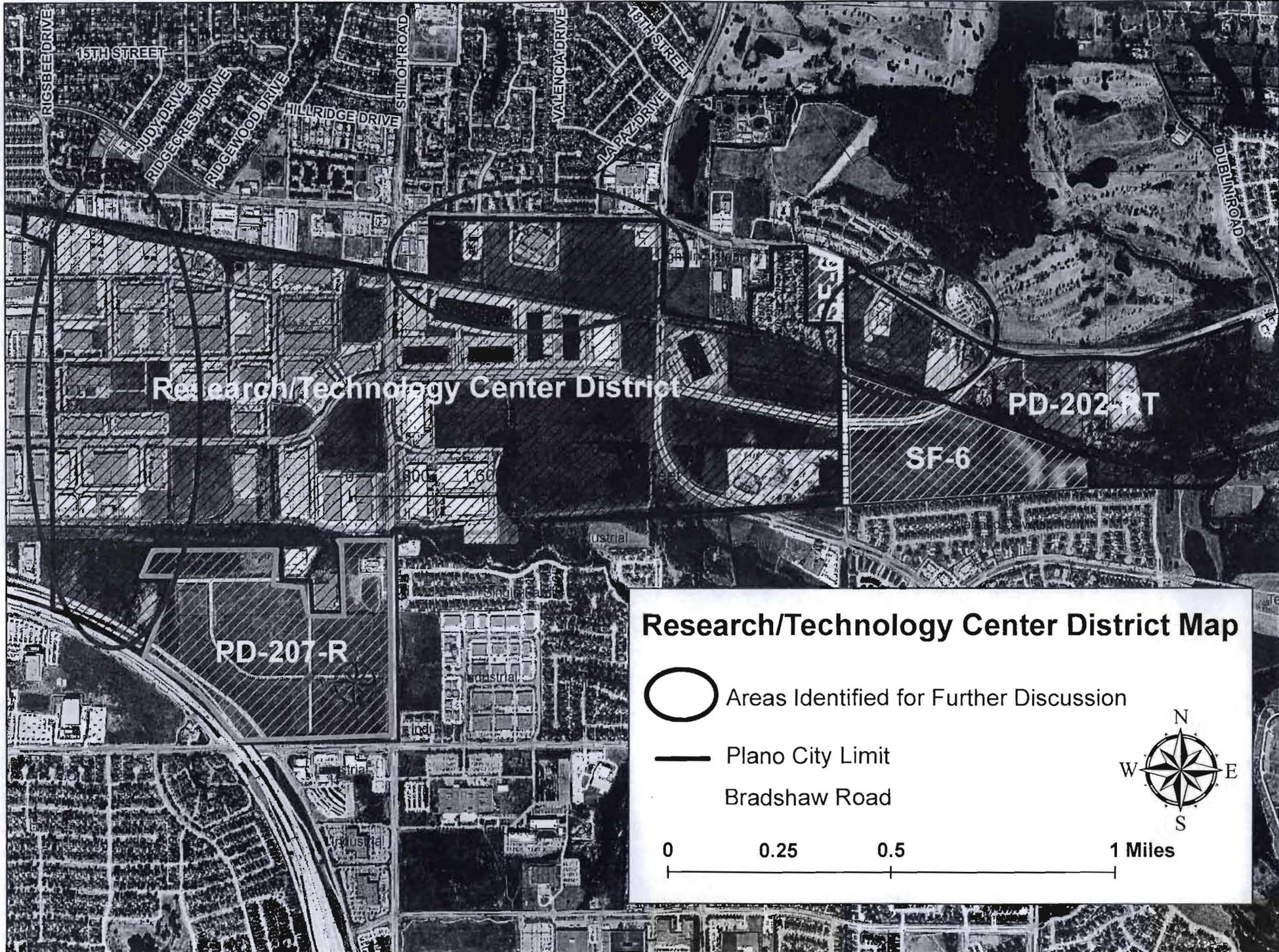
Staff mailed a letter to all RT property owners inviting them to attend the Commission's meetings on November 1st and 15th to provide them an opportunity to comment on the proposed changes being considered to the RT district should the Commission be interested in receiving public comment.

Future Discussion

During the course of discussion at previous Commission meetings, several issues related to the existing RT zoning district development regulations have been identified. Upon conclusion of the evaluation of appropriate district boundaries and related zoning districts and uses, staff will then begin discussion with the Commission regarding potential changes to the RT district regulations.

RECOMMENDATION:

Recommended that the Planning & Zoning Commission provide direction regarding the boundaries for the Research/Technology Center area, the appropriate uses and zoning districts for the properties identified for removal or retention within the Research/Technology Center district, and how recommended changes should be implemented in the area. The Commission's recommendation will be forwarded to the City Council for review before rezoning actions are initiated.



Research/Technology Center District

PD-202-RT

SF-6

PD-207-R

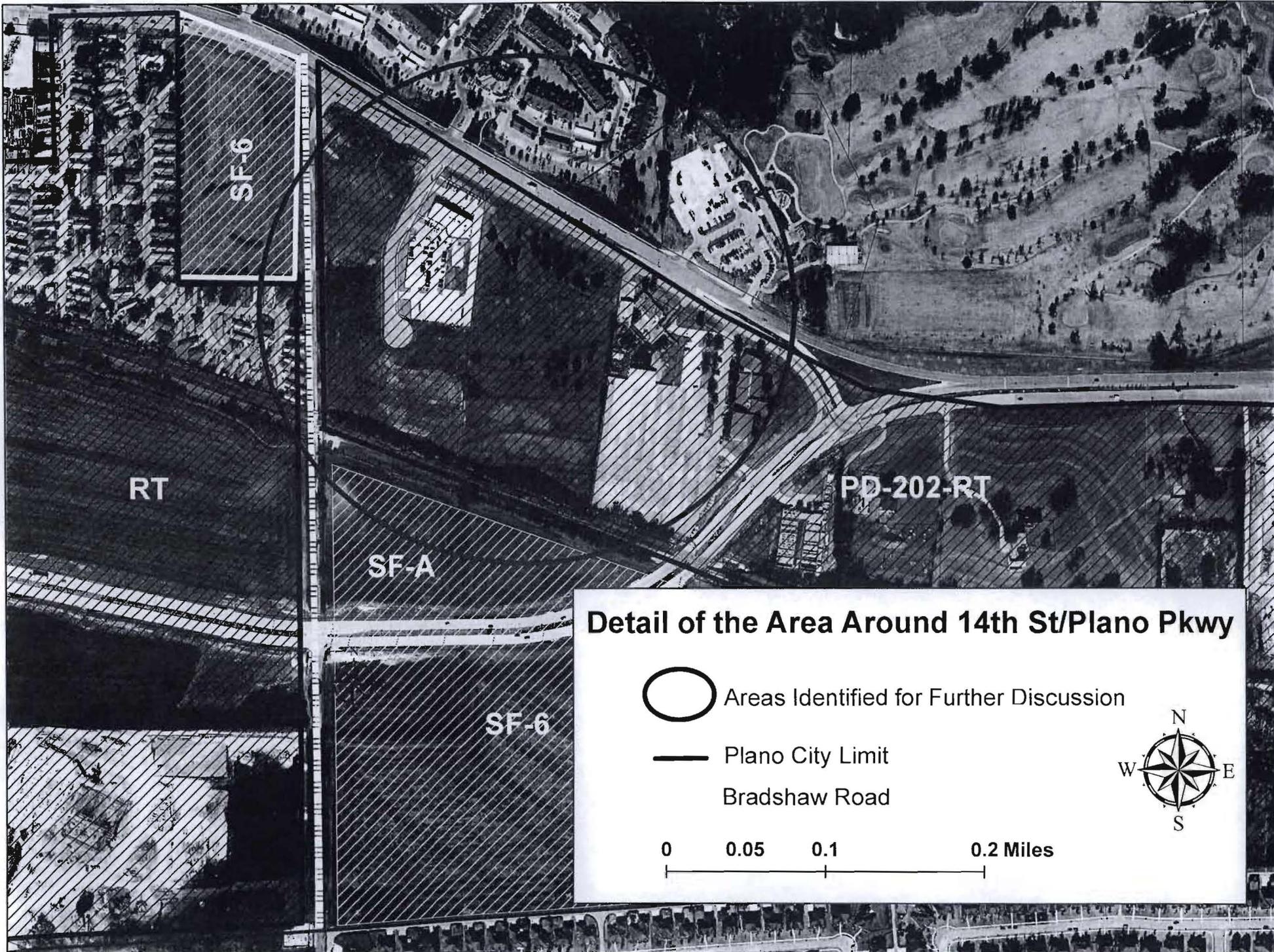
Research/Technology Center District Map

○ Areas Identified for Further Discussion

— Plano City Limit
— Bradshaw Road



0 0.25 0.5 1 Miles



SF-6

RT

SF-A

PD-202-RT

SF-6

Detail of the Area Around 14th St/Plano Pkwy

 Areas Identified for Further Discussion

 Plano City Limit

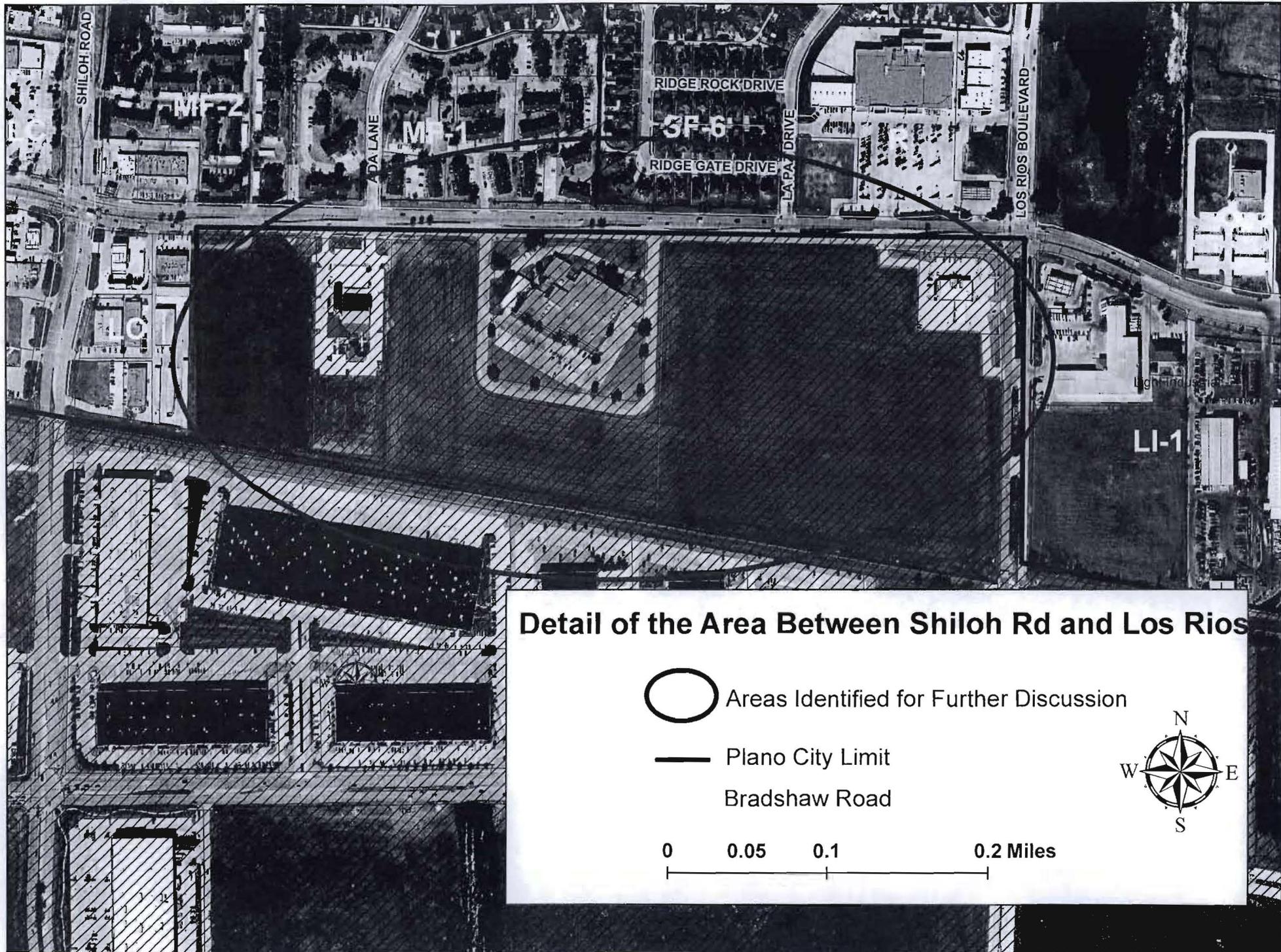
 Bradshaw Road



0 0.05 0.1 0.2 Miles



A horizontal scale bar with four segments, corresponding to the labels 0, 0.05, 0.1, and 0.2 Miles.



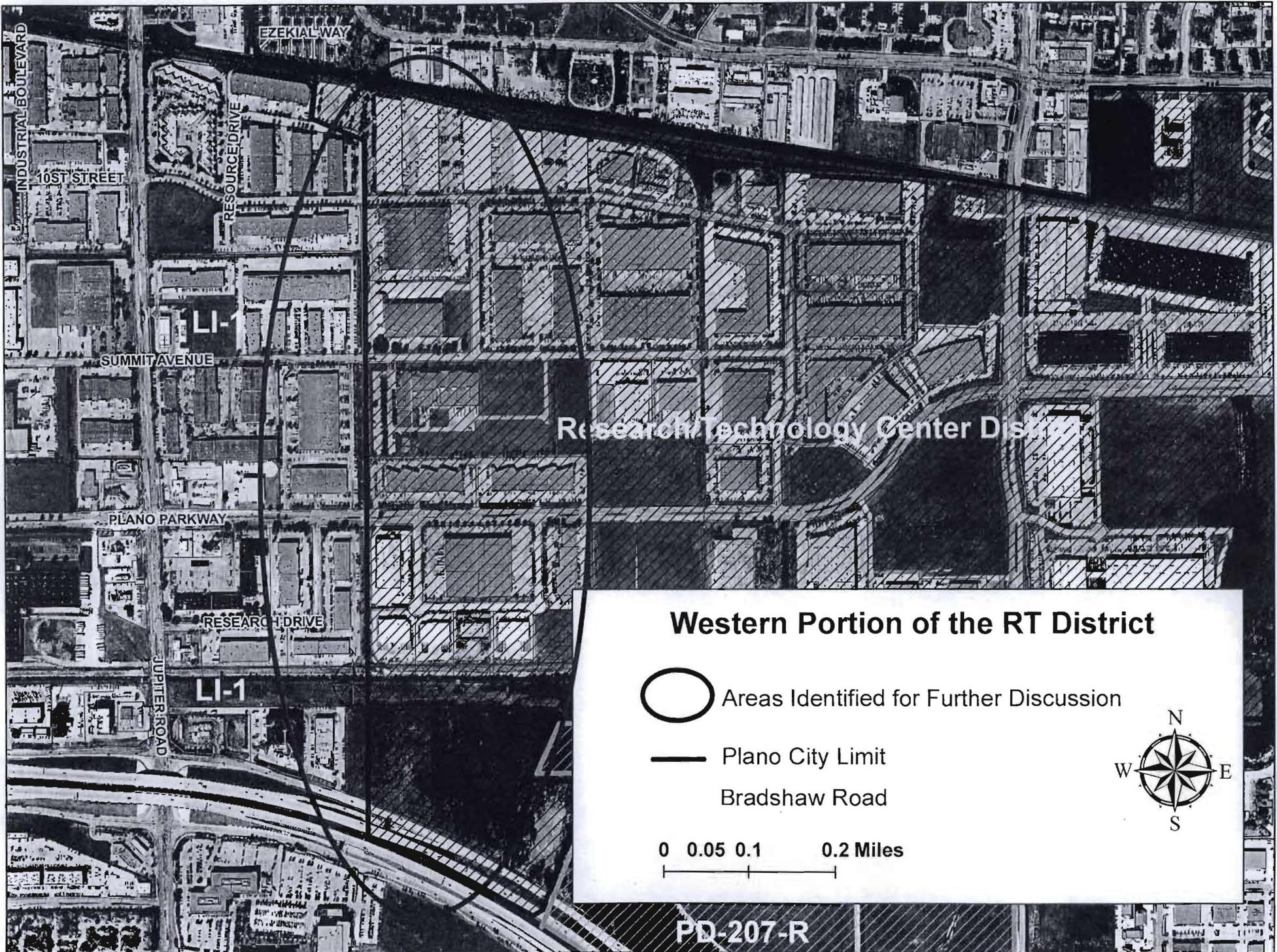
Detail of the Area Between Shiloh Rd and Los Rios

○ Areas Identified for Further Discussion

— Plano City Limit
— Bradshaw Road



0 0.05 0.1 0.2 Miles



Research Technology Center District

Western Portion of the RT District

○ Areas Identified for Further Discussion

— Plano City Limit
Bradshaw Road

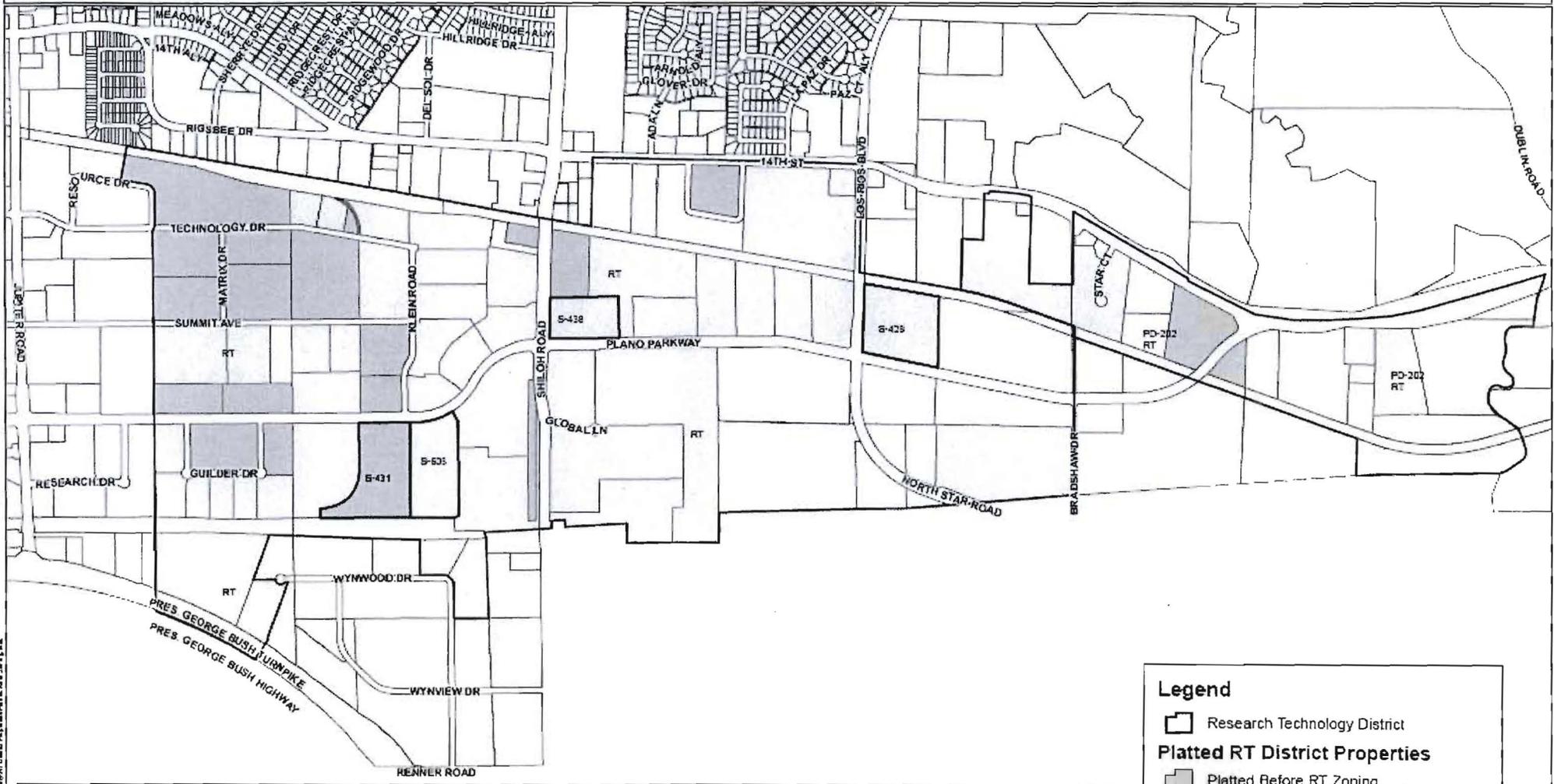


0 0.05 0.1 0.2 Miles

PD-207-R

RT District Properties Map

Date: November 2010
 Source: City of Plano, Gis Division



Legend

- Research Technology District
- Platted RT District Properties**
- Platted Before RT Zoning
- Platted After RT Zoning
- Unplatted or Parcels Outside of RT District

Due to the fact that the plat dates utilized to create this map are not a 100% accurate indicator of which regulations were in place at the time of property development, **PLEASE USE THIS MAP AS A GENERAL GUIDE AND NOT AS AN ABSOLUTE REFERENCE.**

Kate Perry

From: Reed Van Valin [mailto:reed@geomap.com]
Sent: Monday, November 08, 2010 10:40 AM
To: Kate Perry
Subject: RE: RT Zoning Considerations

Kate,

Thank you for the letter of 11/5 detailing the upcoming meeting discussion of the 'East of Bradshaw' rezoning, but also mentioning the upcoming general analysis of the 'core' RT boundaries and policies and regulations relating to both 'core' RT and non-core land use in SE Plano. I wanted to reiterate our concerns as outlined below, that in any subsequent discussions of 'Core' RT boundaries, that the area west of Los Rios Boulevard and north of the RR tracks to 544 remains within the 'core' area of the RT district. It does not appear that this will be a part of the November 15 meeting discussion, but would very much appreciate notification for any upcoming meetings during which the subject of the 'core' RT boundaries may become a topic for discussion.

Thank you,
Reed

Kate Perry

From: Reed Van Valin [mailto:reed@geomap.com]
Sent: Wednesday, October 27, 2010 3:57 PM
To: Kate Perry
Subject: RT Zoning Considerations

Ms. Perry,

On behalf of Geomap Company, I wish to thank you for the notice of the upcoming Zoning Commission meeting on November 1. While the subject of the zoning change east of Bradshaw Road from RT to residential is something of which we feel the need to be aware, our primary concern at this stage is that in all considerations of what area constitutes the 'core' of the RT, the area between the RR tracks and 544 (14th St), situated west of Los Rios Boulevard, continues to remain within the 'core'. We would appreciate additional updates on anything that relates to any potential changes to the RT district, both with regards to this specific item and to anything relating to any other future proposals. Thank you.

Regards,

Reed Van Valin
VP Operations
Geomap Company

Phone: 972-578-0571
Fax: 972-424-5533

Kate Perry

From: James Hankins [mailto:j.hankins@asgrealty.com]
Sent: Thursday, November 11, 2010 8:24 AM
To: Kate Perry
Subject: RT zoning district

Kate thank you for your letter dated 11/05/2010. As owners of the 23+ acres at the SWC of FM 544 and Los Rios please allow me to offer comments.

Since such time that the city changed the zoning from Retail to RT, with the exception of selling a pad site to the bank we have had very little opportunity to sell or develop the remaining land. Interested users once they find out the zoning, don't want to go to the trouble, expense or the time to change the zoning. They are aware of the hard line stance the city has taken in the past to protect the RT zoning in place. We have had interest from retail users, auto repair, MF residential, and health care/senior living type users. In looking at the zoning map I believe the city would be better served if they change the RT zoning on all the land North of the rail road tracks.

ASG Real Estate Company

James E. Hankins,CCIM
Senior Vice President,Development
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f.214-390-1919
c.214-549-1122

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 1, 2010

Agenda Item No. 10

Discussion & Direction: Research/Technology Center District

Applicant: City of Plano

DESCRIPTION:

Request for discussion and direction regarding the appropriate boundaries of the Research/Technology Center zoning district.

REMARKS:

Based on changing conditions in the southeastern region of the city, the City Council has requested a review of the existing Research/Technology Center district (RT) and directed staff to develop a new plan for this area.

Preliminary discussions on this topic were held at the October 4, 2010, Planning & Zoning Commission meeting. At that time, the Commission was asked to consider the RT district boundaries and to determine what the limits of the "core" RT area should be. At that meeting, the Commission preliminarily identified the area east of Bradshaw Road be removed from the RT district, potentially for residential development.

This area is currently zoned Planned Development-202-Research/Technology Center (PD-202-RT); it has RT as a base zoning but the PD also allows a variety of other commercial uses including mini-warehouse/public storage, dance/gymnastics studio, kennel (indoor pens)/commercial pet sitting, and veterinary clinic. A copy of the PD-202-RT regulations is attached. As this area is being considered for removal from the RT and will be wholly or mostly in residential use, it is important to create an area that will provide cohesive and livable neighborhoods for future residents.

Staff is requesting that the Commission provide additional guidance on the types of residential uses that the Commission deems appropriate for this area. Both recent zoning cases in this area have been a change to single-family development. Staff is requesting guidance regarding additional types of single-family development the Commission deems appropriate. We are also interested in learning whether the

Commission would like to explore multifamily development and retirement housing uses as an option for this area of the City. Some additional items for consideration are provided below.

Residential Land Use Classification on the Future Land Use Plan

The "residential" land use classification encompasses a broad range of housing types and includes both single-family attached and detached, as well as multifamily. For reference, the Zoning Ordinance includes the following residential districts:

Estate Development (ED)	Single-Family Residence Attached (SF-A)
General Residential (GR)	Single-Family Residence-6 (SF-6)
Mobile Home (MH)	Single-Family Residence-7 (SF-7)
Multifamily Residence-1 (MF-1)	Single-Family Residence-9 (SF-9)
Multifamily Residence-2 (MF-2)	Single-Family Residence-20 (SF-20)
Multifamily Residence-3 (MF-3)	Two-Family Residence (Duplex) (2F)
Patio Home (PH)	Urban Residential (UR)

Retirement housing options (assisted living facility, household care institution, independent living facility, and long-term care facility) are classified separately and are allowed by right or SUP in many of the city's commercial districts.

Housing Density Policy Statement

Several of the policies established in the Housing Density Policy statement (attached) impact the addition of multifamily development in this area. The policy recommends a minimum separation distance of 1,500 feet between multifamily developments and a maximum concentration of 500 units within proximity of each other. Applying this rule, the existence of a multifamily development on the north side of 14th Street at Bradshaw Road, precludes garden-style multifamily from all but the far eastern portion of the RT property being evaluated. The policy statement also states: "Separate multifamily developments of three or more stories from single-family areas by a Type D thoroughfare (four lanes, divided) or greater or other significant physical feature." 14th Street and the railroad may provide adequate separation. Together, these requirements largely eliminate the possibility of garden-style apartments. However, they do not apply to urban centers and multifamily housing developments for the elderly.

Site Constraints

Several of the properties in the subject area are too small to be developed as residential neighborhoods unless they were to be consolidated into larger tracts. It may be necessary to retain commercial zoning for some of the properties so as to allow owners of these small properties reasonable use of their land.

Staff is also requesting that the Commission now consider the preferred method of implementing this change. The main options are:

1. The Commission and City Council could consider an interim amendment to the Comprehensive Plan designating the area as appropriate for residential development and allow property owners to request zoning. However, the Future Land Use Map does not differentiate between types of residential development; it just indicates an area is generally residential. The main downside to this approach is that it could result in scattered residential development under the existing RT zoning. This approach may make it harder to create a cohesive land use pattern that supports the livable neighborhood concept.
2. Another option is a city-initiated zoning case to work with property owners to determine appropriate residential zoning classifications for the area. This would facilitate more specific zoning recommendations and would allow the Commission to consider the zoning of the entire area at one time. This would support efforts to create a cohesive neighborhood. The downside to this is that depending on developer interest it may require future adjustments to the zoning.

Public Response

Staff mailed a letter to all RT property owners inviting them to attend the Commission's meeting on November 1, and to provide them an opportunity to comment on the proposed changes being considered to the RT district should the Commission be interested in receiving public comment.

RECOMMENDATION:

Recommended that the Planning & Zoning Commission provide direction regarding the boundaries and appropriate uses for the areas east of Bradshaw Road within the Research/Technology Center zoning district and how they recommend implementing changes.



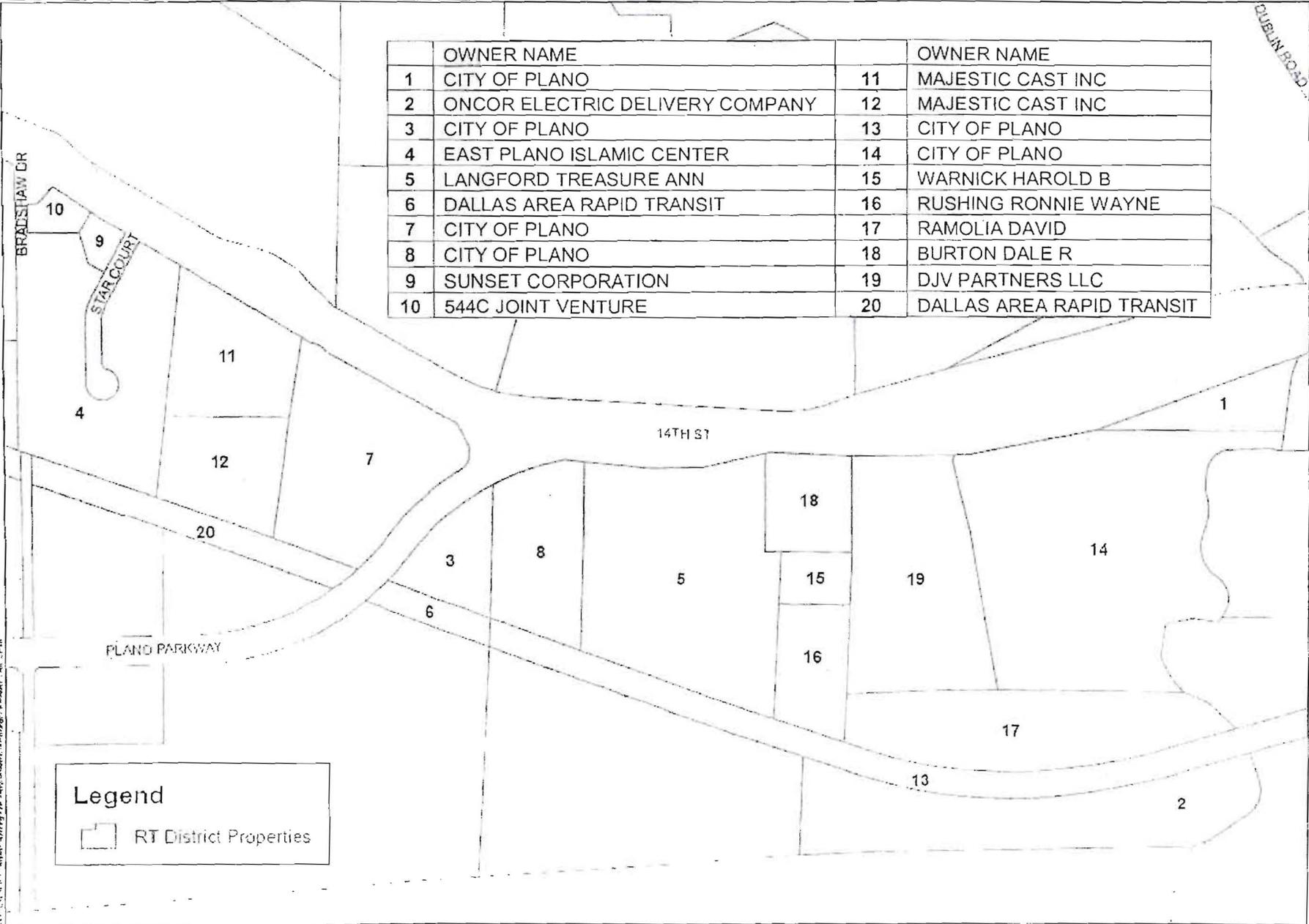
Eastern Research/Technology Center District Property Owners

Source: City of Plano, GIS Division
Date: 10/26/2010



DUBLIN ROAD

	OWNER NAME		OWNER NAME
1	CITY OF PLANO	11	MAJESTIC CAST INC
2	ONCOR ELECTRIC DELIVERY COMPANY	12	MAJESTIC CAST INC
3	CITY OF PLANO	13	CITY OF PLANO
4	EAST PLANO ISLAMIC CENTER	14	CITY OF PLANO
5	LANGFORD TREASURE ANN	15	WARNICK HAROLD B
6	DALLAS AREA RAPID TRANSIT	16	RUSHING RONNIE WAYNE
7	CITY OF PLANO	17	RAMOLIA DAVID
8	CITY OF PLANO	18	BURTON DALE R
9	SUNSET CORPORATION	19	DJV PARTNERS LLC
10	544C JOINT VENTURE	20	DALLAS AREA RAPID TRANSIT



Legend

RT District Properties

2010/10/26 10:26:10 AM City of Plano GIS Division

Disclaimer - Uses listed by zoning district are provided as a convenience but should not be relied upon as the most current and accurate source of information. Please contact the City of Plano Planning Department to verify a specific use.

RT - Research Technology Center Permitted Uses

Accessory and Incidental Uses	
Accessory Building or Use	P
Construction Yard (Temporary)	35
Field Office	35

Automobile and Related Uses	
Automobile Leasing/Renting	R, 33
Automobile Parking Lot/Garage	31

Commercial, Manufacturing, and Industrial Uses	
Concrete/Asphalt Batching Plant (Temporary)	36
Manufacturing - Heavy-intensity	S
Manufacturing - Light-intensity	P
Manufacturing - Moderate-intensity	P

Educational, Institutional, Public, and Special Uses	
Airport/Heliport	S
Cemetery/Mausoleum	S
Civic Center	P
College/University	P
Community Center	P
Farm, Ranch, Garden, or Orchard	P
Fire Station/Public Safety Building	P
Fraternal Organization, Lodge, or Civic Club	30
Golf Course/Country Club (Private)	P

P = Permitted Use; **S** = Specific Use Permit Required; **R** = Refer to Residential Adjacency Standards of the Zoning Ordinance; **30** = Permitted as an accessory use; **31** = Permitted as an accessory use to motel/hotel or residence hotel; **33** = Fuel dispensing and/or car washing facilities associated with this use may be prohibited when in proximity to residential districts. See Residential Adjacency Standards of the Zoning Ordinance; **35** = Subject to temporary permit and removal at completion of project; **36** = Concrete Plant: Issuance of temporary permit by City Engineer and removal as directed; Asphalt Plant: Issuance of temporary permit by resolution of City Council

Educational, Institutional, Public, and Special Uses	
Helistop	S
Hospital	P
Park/Playground	P
Post Office	P
Private Recreation Facility	P
Recreation Center	P
Religious Facility	P
School - Primary or Secondary (Private)	P
School - Primary or Secondary (Public or Parochial)	P
Trade/Commercial School	P
Office and Professional Uses	
Clinic	P
Medical Office	P
Office Center	P
Office - Professional/General Administrative	P
Research and Development Center	P
Retail Uses	
Convenience Store	R, *, 33
Florist Shop	*
Retail/Service (Incidental)	P

P = Permitted Use; S = Specific Use Permit Required; R = Refer to Residential Adjacency Standards of the Zoning Ordinance; * = Uses allowed when their combined area does not exceed ten percent of the gross floor area of a development; see Subsection 2.825, Regional Employment district or Subsection 2.826, Research/Technology Center district of the Zoning Ordinance; ; 33 = Fuel dispensing and/or car washing facilities associated with this use may be prohibited when in proximity to residential districts. See Residential Adjacency Standards of the Zoning Ordinance

RT - Research Technology Center Permitted Uses

Service Uses	
Adult Day Care Center	S
Bank, Savings and Loan, or Credit Union	P
Body Piercing	37
Business Service	P
Cleaning - Small Plant/Shop	*
Day Care Center	P
Day Care Center (Accessory)	P
Health/Fitness Center	P
Licensed Massage Therapy	P
Motel/Hotel	20
Personal Service Shop	*
Print Shop (Major)	S
Print Shop (Minor)	*
Private Club	S
Residence Hotel	20
Restaurant/Cafeteria	*
Tattooing and Permanent Cosmetics	37
Theater - Drive-in	R

Transportation, Utility, and Communications Uses	
Antenna	34
Antenna Support Structure (Commercial and Amateur)	34
Electrical Substation	S
Private Utility (other than listed)	S
Railroad Spur Track	P

P = Permitted Use; S = Specific Use Permit Required; R = Refer to Residential Adjacency Standards of the Zoning Ordinance; * = Uses allowed when their combined area does not exceed ten percent of the gross floor area of a development; see Subsection 2.825, Regional Employment district or Subsection 2.826, Research/Technology Center district of the Zoning Ordinance; ; 20 = Permitted when the building is a minimum of 200 feet from the nearest residential district boundary; 34 = See Subsection 3.107 of the Zoning Ordinance; 37 = Permitted as an accessory use to a personal service shop and allowed in districts where that use is permitted; allowed by specific use permit as a primary use in the Retail, Corridor Commercial, Light Commercial, Light Industrial-1, and Light Industrial-2 districts. See Subsection 3.116 and Schedule of Permitted Uses of the Zoning Ordinance

Transportation, Utility, and Communications Uses	
Service Yard of Governmental Agency	S
Sewage Treatment Plant	S
Transit Center	P
Transportation and Utility Structures/Facility	P
Utility Distribution/Transmission Line	P
Water Treatment Plant	S

Wholesale Uses	
Office - Showroom/Warehouse	32

PD-200-RE Regional Employment

4. A 30-foot wide landscape edge shall be provided along Parkwood Blvd. The landscape edge standards and improvements shall be those specified for the Dallas North Tollway Overlay District.
5. The maximum floor area for retail uses is 90,000 square feet. The maximum floor area for all other uses is 850,000 square feet.

PD-201-LC Light Commercial

ZC 79-13/79-11-18 Location: SW corner of Plano Pkwy. and Preston Rd.

 Acreage: 16.1±

Restriction:

Maximum Building Height: Eight story

PD-202-RT Research/Technology Center

ZC 2008-62/2008-8-5 Location: West side of Rowlett Creek, south side of 14th St., 990± feet east of Los Rios Blvd., north side of the Cotton Belt Railroad and east side of Bradshaw Dr., and extending 920± feet south of Plano Pkwy. to Plano's city limit line

 Acreage: 189.6±

Restrictions:

In addition to those uses allowed by right or by specific use permit (SUP) in the Research/Technology Center district, the following uses are allowed by right:

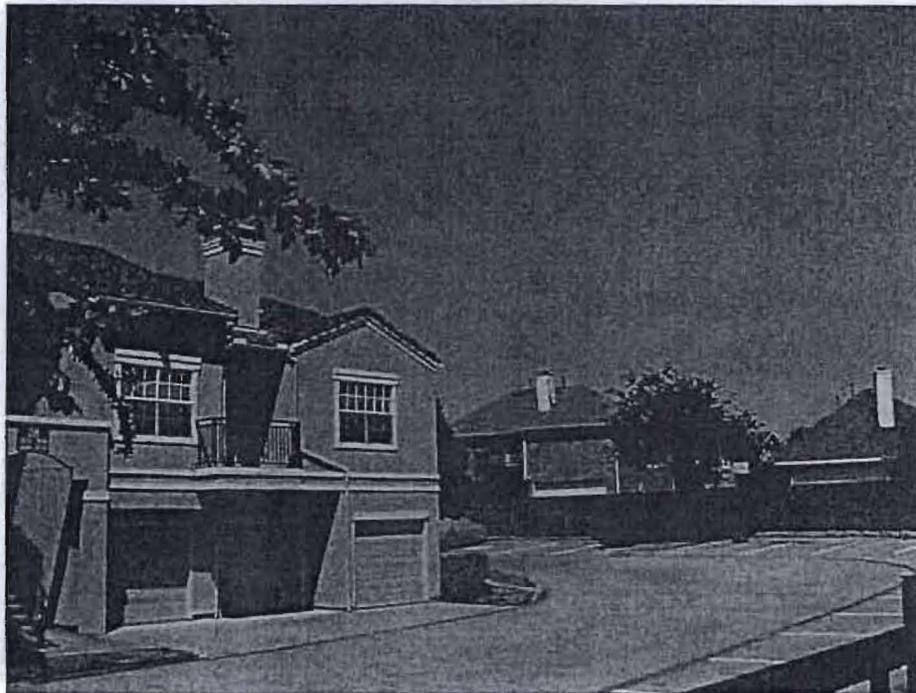
- mini-warehouse/public storage
- service contractor (no storage yard)
- dance/gymnastics studio
- commercial amusement (indoor)
- commercial amusement (outdoor) (by SUP)
- kennel (indoor pens)/commercial pet sitting
- veterinary clinic
- cabinet/upholstery shop
- tool rental shop
- print shop (minor)
- household appliance service and repair
- repair/storage of furniture and appliances (inside)
- hardware
- artisan's workshop
- fraternal organization, lodge, or civic club (by SUP)
- assisted living facility (by SUP)

**City of Plano
COMPREHENSIVE PLAN**

**HOUSING DENSITY
POLICY STATEMENT 3.0**

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Housing Density

Policy Statement 3.0

Description

This policy statement provides guidance regarding the density of housing in Plano. It addresses the following objective and strategy statements as found in the Housing Element of the Comprehensive Plan:

- ▶ Objective B.3 - Disperse high-density housing across the city in small concentrations except for retirement housing and urban centers.
- ▶ Strategy B.4 - Continue to apply the housing density policies in Policy Statement 3.0 - Housing Density when considering the appropriate concentrations of high-density housing.

Plano has developed housing policies that promote predominantly low-density residential neighborhoods while encouraging a mixture of housing

types. Current policies focus on limiting the concentration and proximity of apartment complexes to each other within neighborhoods and between contiguous neighborhoods, as found in the Multi-Family Task Force Study recommendations. These policies do not apply to denser pedestrian-oriented settings such as retirement housing, mixed use developments, and urban centers.

Background

Historical Perspective

The City of Plano has had policies regulating the distribution of high-density housing for many years. The goal is to distribute multifamily developments throughout the city to provide housing options in all residential neighborhoods. The first policy developed in 1981 allowed for ratios of different types of residential development within neighborhoods and along major development corridors. The ratio policy was ineffective because

developers inflated the density of single-family residential projects so that they could qualify for more apartments. The ratio policy regarding the distribution of high density housing was abandoned in 1986 for a new policy based on distance and numerical concentration and was included in the Comprehensive Plan.

Multi-Family Task Force Study

The Multi-Family Task Force was appointed by the City Council in February 1998. The mission of the task force was to study existing and projected multifamily housing in the city and the Metroplex region. The task force members were given the charge to evaluate the city's development policies as they affect the citywide balance of housing types, including the location and amount of multifamily housing in specific areas. This evaluation was to further the city's goals of developing sound neighborhoods and ensuring variety and affordability of housing types consistent with the needs of a diverse population.

Study Findings and Recommendations

The results of the task force study did reveal some interesting facts about multifamily developments. The number of school children generated per acre of multifamily development was about the same as that of single-family residential neighborhoods. Apartments tended to compare favorably with single-family development in terms of tax revenues and cost recovery fees during the first 10 to 15 years of the life of the complex. Apartment developments require fewer infrastructure improvements because the city is only responsible for maintaining water lines that connect to fire hydrants as opposed to the provision of miles of water and sewer lines along with street pavement to serve single-family neighborhoods. Since apartment complexes contain more units per acre, there is a likely increase in the demand of emergency services at one location. Apartment complexes also generate more vehicular trips per acre than single-family

developments. Therefore, major concentrations of multifamily units should be avoided by dispersing apartment complexes throughout the city.

The Multi-Family Task Force Study recommended that the distance and numerical concentration in the Comprehensive Plan be revised. The revised policy increased the distance requirements from 1,000 to 1,500 feet and reduced the number of apartment units from 750 to 500 that could be located within proximity of each other. A 1,200 foot setback was established for all residential development along the State Highway 121 corridor. The task force recommended that the city not increase the amount of land zoned for multifamily uses. The city should consider initiatives to increase the potential for less expensive owner-occupied housing such as patio homes and townhouses.

Analysis

The late 1990s was a time of tremendous growth of all types of residential development in Plano. The high demand for housing was a result of a strong economy adding many jobs to the Metroplex region. Since that time, there has been a significant drop in the construction of new homes and apartments within Plano. The decrease is due to changing economic conditions and the limited amount of land available for residential development. The Multi-Family Task Force Study has remained the primary driver of housing density policies.

The purpose of the high-density housing policy is to avoid large concentrations of garden apartments in one location. Garden apartments should be included within residential neighborhoods along with low-density single-family and medium-density housing such as townhouses and patio homes. This provides a variety of housing opportunities available in the residential neighborhoods throughout the city. The apartment residents would have access to needed goods and services found at the neighborhood centers located at the intersections of major thoroughfares.

Different options of housing choices will be important to accommodate the needs of the changing demographics of Plano's population.

Multifamily housing for the elderly and urban centers should be excluded from the high-density housing policy. Multifamily housing for the elderly is necessary to meet the needs of the aging population of Plano. This type of housing can range from independent living facilities to household care institutions. These facilities usually have less impact on surrounding residential development. They have reduced parking standards and generate less traffic as compared with traditional multifamily developments.

Urban centers are defined as a variety of land uses in a compact location that encourage pedestrian activity. Urban centers can be developed around transit stations and/or near major employment centers. Urban centers have high-density housing to allow for a large number of people to live within the development. This is important as a large population is required to support the businesses located within the development. Urban centers serve as gathering places and activity centers for the community. The household size and pedestrian orientation of urban centers tend to reduce the per-unit vehicular trips. This should in turn reduce the impact on local streets. Urban centers and multifamily housing for the elderly do not require much land. They are also good projects to consider for infill and redevelopment opportunities. However, it is important that service businesses for the residents be provided within these communities or within walking distance to the development.

Policy Statement

Below is a policy statement with a series of criteria to guide the development of high-density housing.

Develop new neighborhoods which are predominantly low- to medium-density housing, yet allow for a mixture of housing types and densities

based on the following policies:

- 1. Maintain low-density housing as the predominant land use in most neighborhoods;*
- 2. Locate medium- and high-density housing throughout the community based on access to major thoroughfares and mass transit opportunities;*
- 3. Distribute high-density housing on the periphery of a neighborhood so that no more than 500 units are located in any one complex or group of complexes with a recommended minimum 1,500 foot separation between developments. High-density housing policies are intended to ensure that minimum separations are maintained between multifamily developments. The dispersion policies should be considered, along with location policies and specific site conditions, in evaluating zoning and development requests;*
- 4. Consider concentrations in excess of 500 high-density units in the periphery of a single neighborhood, when a site's configuration and size limits its use. If a site's boundaries are established by floodplain, thoroughfare alignment, utility lines, or other barriers to development, it may be appropriate to identify a single use for the site. In such cases, it should be demonstrated that adherence to the maximum concentration size would create a residual tract that would be inappropriate for medium- or low-density residential development;*
- 5. Separate multifamily developments of three or more stories from single-family areas by a Type D thoroughfare (four lanes, divided) or greater or other significant physical feature;*
- 6. Policy Statements No. 3 and No. 5 do not apply to urban centers and multifamily housing developments for the elderly.*

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 10

Request to Call Public Hearing

Applicant: Baldwin and Associates

DESCRIPTION:

Request to call a public hearing to amend the medical office parking requirements within the Zoning Ordinance.

REMARKS:

Staff has received a request to consider amending the parking requirements for medical office uses. The Zoning Ordinance differentiates medical office uses from general office uses because of the higher parking demand associated with medical office uses.

There are office developments throughout Plano, particularly office buildings that have many general office and medical office tenants, that have to closely monitor their available onsite parking because if they lease too much building area for medical office uses, then it is possible that they may not have sufficient onsite parking available from a zoning parking compliance perspective, to lease remaining building area. This situation likely results from when the buildings were initially constructed, they were planned for all general office uses at a lower parking requirement. As a result, the property owners are usually interested in a lesser parking requirement for medical office in order to be able to lease additional building area. The applicant's request relates to one specific development, but this is a common problem across the city.

Currently, staff is working with Duncan Associates regarding various updates to the Zoning Ordinance. Evaluation of parking requirements is included in the list of ordinance updates, consistent with the zoning ordinance assessment completed by Duncan Associates in 2008. However, before the parking requirements are updated, the schedule of land uses needs to be updated first.

While staff agrees that the medical office parking requirements could benefit from additional review to determine if Plano's requirements are appropriate and consistent with other area cities, we believe it is premature to evaluate parking requirements for medical office uses only. Staff recommends that the medical office parking

requirements be evaluated with other land use parking requirements at a future date. Therefore, staff does not support the request to call a public hearing to amend the Zoning Ordinance at this time.

RECOMMENDATION:

Recommended that the Planning & Zoning Commission not call a public hearing at this time.

Baldwin
Associates

November 12, 2010

Ms. Tina Firgens
City of Plano Department of Planning
1520 K Avenue #250
Plano, TX 75074

Re: Request to be placed on a Planning and Zoning Commission Agenda

Dear Tina,

Please accept this letter as my official request to be placed on an upcoming Planning and Zoning Commission agenda to have them discuss my request to reconsider the parking standards for Medical Office uses in the City of Plano. As you are aware, I represent Behringer Harvard, a property owner in the City of Plano. My client has an office building on Plano Parkway that is leasing space for traditional office uses as well as uses that are considered Medical Office. This is resulting in a parking requirement that overstates the actual parking demand for this building. I understand that other property owners in the City are facing this issue as well.

We would like the Planning and Zoning Commission to instruct the Planning Department to undertake a review of the City's current parking requirement for Medical Office throughout the City. We have commissioned the DeShazo Group to undertake a parking study that addresses this issue. We understand that your staff has other priorities at this time and we are ready and willing to assist the Planning Department in any way to facilitate this review. We believe this request is reasonable and keeping with the current trend in defining and regulating the parking of medical office buildings across the Metroplex and the United States.

Thank you for your assistance with this matter. Please do not hesitate to contact me if I can be of any assistance.

With kind regards,



Robert Baldwin, AICP

CITY OF PLANO
PLANNING & ZONING COMMISSION

November 15, 2010

Agenda Item No. 11

Nomination of 1st and 2nd Vice Chairs

Applicant: City of Plano

DESCRIPTION:

Nomination of the 1st and 2nd Vice Chairs.

REMARKS:

Commissioners may nominate any Commissioner for the 1st and 2nd Vice Chair positions. The election for each position will be held at the December 6, 2010, Planning & Zoning Commission meeting.