PLANNING & ZONING COMMISSION

PLANO MUNICIPAL CENTER

1520 K AVENUE

January 20, 2009

ITEM NO.	EXPLANATION	ACTION TAKEN
	6:30 p.m. - Dinner - Planning Conference Room 2E	
	7:00 p.m. - Regular Meeting - Council Chambers	
	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.	
1	Call to Order/Pledge of Allegiance	
2	Approval of Agenda as Presented	
3	Approval of Minutes for the January 5, 2009, Planning & Zoning Commission meeting.	
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.	
	CONSENT AGENDA	
5a EH	**Preliminary Plat:** Renner SVC Substation, Block 1, Lot 1 - Electrical substation on one lot on 44.2± acres located on the south side of Plano Parkway, 390± feet east of Fulgham Road. Zoned Light Industrial-1. Neighborhood #55. **Applicant: Oncor Electric Delivery Company**	
	END OF CONSENT AGENDA	

	PUBLIC HEARINGS	
6 KP	**Public Hearing:** Comprehensive Plan Amendment - Request to amend the Comprehensive Plan to include policy statement with guidelines for reviewing zoning requests for mixed-use projects. **Applicant: City of Plano**	
	END OF PUBLIC HEARINGS	
7 TE	**Discussion and Direction:** Aesthetic Standards for Parking Structures - This discussion and direction item is a project of the Planning & Zoning Commission Work Program. The intent of the project is to explore the feasibility and potential creation of facade and design standards for parking structures. **Applicant: City of Plano**	
8 PJ	**Discussion:** City Council's Direction to the Planning & Zoning Commission on Sign Regulations. **Applicant: City of Plano**	
9 PJ	**Discussion and Direction:** The Planning & Zoning Commission's Work Program - Discussion and direction on the projects and priorities for the Planning & Zoning Commission's Work Program. **Applicant: City of Plano**	
10 RB	**Work Session:** Wesson Drive Safe Streets Program Waiver - Staff has received a request to include Wesson Drive in the Safe Streets Program (SSP) due to excessive vehicle speeding. **Applicant: City of Plano**	
11	**Items for Future Discussion -** The Planning & Zoning Commission may identify issues or topics that they wish to schedule for discussion at a future meeting.	

ACCESSIBILITY STATEMENT

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

CITY OF PLANO
PLANNING & ZONING COMMISSION
PUBLIC HEARING PROCEDURES

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

1. **Fill out a speaker card.** This helps the commission know how many people wish to speak for or against an item, and helps in recording the minutes of the meeting. **However, even if you do not fill out a card, you may still speak**. Please give the card to the secretary at the right-hand side of the podium before the meeting begins.

2. **Limit your comments to new issues dealing directly with the case or item**. Please try not to repeat the comments of other speakers.

3. **Limit your speaking time so that others may also have a turn**. If you are part of a group or homeowners association, it is best to choose one representative to present the views of your group. The commission's adopted rules on speaker times are as follows:

   - 15 minutes for the applicant - After the public hearing is opened, the Chair of the Planning & Zoning Commission will ask the applicant to speak first.

   - 3 minutes each for all other speakers, up to a maximum of 45 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 ITEM

January 20, 2009

Agenda Item No. 5a
Preliminary Plat: Renner SVC Substation, Block 1, Lot 1
Applicant: Oncor Electric Delivery Company

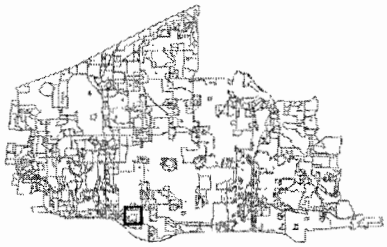
Electrical substation on one lot on 44.2± acres located on the south side of Plano Parkway, 390± feet east of Fulgham Road. Zoned Light Industrial-1. Neighborhood #55.

The applicant is proposing to add some additional electrical equipment to the existing substation. The purpose of this preliminary plat is to propose easements necessary for the expansion of the existing substation.

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

Item Submitted: PRELIMINARY PLAT

Title: RENNER SVC SUBSTATION
BLOCK 1, LOT 1



Zoning: LIGHT INDUSTRIAL-1/
190 TOLLWAY/PLANO PARKWAY OVERLAY DISTRICT

200' Notification Buffer

PLANO PKWY

POINT OF BEGINNING

Δ= 13°48'08"
R= 1040.00'
T= 125.87'
L= 250.53'
CL= 249.92'
CB= S78°37'13"E

N89°48'07"E 1303.64'

N00°32'08"E 538.49'

N00°11'39"W 238.62'

2165.02'

S00°15'11"W

1168.57'

N00°04'55"W

LOT 1 BLOCK 1
44.22 ACRES OR
1,926,232 SQ. FT.
ZONED LI-1
MIN. FFE= 693.00'

S89°24'19"W 801.41'

S00°35'41"E 270.64'

N80°16'41"W 510.87'

N80°16'41"W 238.71'

KANSAS CITY SOUTHERN RAILROAD COMPANY

LEGEND

1/2" FIR	1/2" FOUND IRON ROD
1/2" SIR	1/2" SET IRON ROD
1/2" SIR W/CAP	1/2" SET IRON ROD W/CAP STAMPED "HALFF ASSOCIATES"
FND. "X"	FOUND X CUT IN CONCRETE
FND. NAIL	FOUND NAIL
C.M.U.	CONTROL MONUMENT
C.C.D.R.	COLLIN COUNTY DEED RECORDS
D.R.C.C.T.	DEED RECORDS OF COLLIN COUNTY TEXAS
M.R.C.C.T.	MUNICIPAL RECORDS OF COLLIN COUNTY TEXAS
P.R.C.C.T.	PUBLIC RECORDS OF COLLIN COUNTY TEXAS
CAB.	CABINET
VOL.	VOLUME
PG.	PAGE
R.O.W.	RIGHT OF WAY
CCF	COUNTY CLERK NUMBER
DOC.	DOCUMENT

NOTES: Basis of Bearings is the Nad 83 State Plane Grid Coordinates.

PRELIMINARY PLAT
OF
RENNER SVC SUBSTATION
LOT 1, BLOCK 1
44.22 ACRES
SITUATED IN THE
MARTHA McBRIDE SURVEY
ABSTRACT NO. 553
CITY OF PLANO, COLLIN COUNTY, TEXAS
FOR
ONCOR ELECTRIC DELIVERY COMPANY
PREPARED BY

HALFF

SCALE: 1"=100'

PAGE 1 OF 2

Land Description

[illegible]

OWNER DEDICATION

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

[illegible]

OWNER	REPRESENTATIVE	OWNER
HALFF ASSOCIATES 3301 PARKWOOD BLVD. SUITE 500 FRISCO, TX 75034 (214)618-4670 CONTACT: RUSTY GLOVER	MARTHA McBRIDE CONSULTANTS 500 JACKSON STREET, SUITE 640 DALLAS, TX 75202 (214) 748-0888 CONTACT: DALLAS COTHRUM	ONCOR ELECTRIC DELIVERY COMPANY 115 W. 7TH STREET, ST. SUITE 1117 FORT WORTH, TX 76102 (817)-212-6460 CONTACT: WENDELL SOUTH

STORM WATER QUALITY EASEMENT

This plat is hereby adopted by the owners and approved by the City of Plano (called "City") subject to the following conditions which shall be binding upon the Owners, their heirs, grantees, successors and assigns: The Storm Water Quality Easement as shown and described by bearings and distances on Lot 1, Block 1 of the plat is called "Storm Water Quality Easement". The Storm Water Quality Easement is hereby dedicated to the public's use forever, but including the following covenants with respect to maintenance responsibilities. The existing creek or swales traversing the Storm Water Quality Easement will remain as an open channel at all times and shall be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the Storm Water Quality Easement. The City shall not be responsible for the maintenance and operation of said creek or swales or for any damage or injury to private property or persons that results from the flow of water along said creek, or for the control of erosion. No obstruction to the natural flow of storm water run-off shall be permitted by construction of any type of building, fence, or any other structure within the Storm Water Quality Easement. Provided, however, it is understood that in the event it becomes necessary for the City to channelize or consider straighten any type of drainage structure in order to improve the storm drainage, then in such event, the City shall have the right, but not the obligation, to enter upon the Storm Water Quality Easement at any point, or points, with all rights of ingress and egress, to investigate, survey, erect, construct, or maintain any drainage facility deemed necessary by the City for drainage purposes. Each property owner shall keep the natural drainage channels and swales traversing the Storm Water Quality Easement adjacent to his property clean and free of debris, silt, and any substance which would result in unsanitary conditions or obstruct the flow of water, and the City of Plano shall have the right of ingress and egress for the purpose of inspection and supervision of maintenance work by the property owner to alleviate any undesirable conditions which may occur. The natural drainage channels and swales through the Storm Water Quality Easement, as to the course of drainage thereon, are subject to storm water overflow and natural flood erosion to an extent which cannot be definitely defined. The City shall not be held liable for any damages or injuries of any nature resulting from the occurrence of these natural phenomena, nor resulting from the failure of any structure or structures within the natural drainage channels, and the Owners hereby agree to indemnify and hold harmless the City from any such damages and injuries. Building or fence outside the Drainage and Floodway Easement are studies filed to a minimum elevation as shown on the plat. The minimum floor elevation for each lot shall be as shown on the plat.

DRAINAGE AND FLOODWAY EASEMENT

This plat is hereby adopted by the owners (called Oncor Electric Delivery Company) and approved by the City of Plano subject to the following conditions which shall be binding upon the Owners, their heirs, grantees, successors and assigns: The Drainage and Floodway easement as shown and described by bearings and distances on Lot 1, Block 1 of the plat is called "Drainage and Floodway Easement". The Drainage and Floodway Easement is hereby dedicated to the public's use forever, but including the following covenants with respect to maintenance responsibilities. The existing creek or swales traversing the Drainage and Floodway Easement will remain as an open channel at all times and shall be maintained by the individual owners of the lot or lots that are traversed by or adjacent to the Drainage and Floodway Easement. The City shall not be responsible for the maintenance and operation of said creek or swales or for any damage or injury to private property or persons that results from the flow of water along said creek, or for the control of erosion. No obstruction to the natural flow of storm water run-off shall be permitted by construction of any type of building, fence, or any other structure within the Drainage and Floodway Easement. Provided, however, it is understood that in the event it becomes necessary for the City to channelize or consider straighten any type of drainage structure in order to improve the storm drainage, then in such event, the City shall have the right, but not the obligation, to enter upon the Drainage and Floodway Easement at any point, or points, with all rights of ingress and egress, to investigate, survey, erect, construct, or maintain any drainage facility deemed necessary by the City for drainage purposes. Each property owner shall keep the natural drainage channels and swales traversing the Drainage and Floodway Easement adjacent to his property clean and free of debris, silt, and any substance which would result in unsanitary conditions or obstruct the flow of water, and the City of Plano shall have the right of ingress and egress for the purpose of inspection and supervision of maintenance work by the property owner to alleviate any undesirable conditions which may occur. The natural drainage channels and swales through the Drainage and Floodway Easement, as to the course of drainage thereon, are subject to storm water overflow and natural flood erosion to an extent which cannot be definitely defined. The City shall not be held liable for any damages or injuries of any nature resulting from the occurrence of these natural phenomena, nor resulting from the failure of any structure or structures within the natural drainage channels, and the Owners hereby agree to indemnify and hold harmless the City from any such damages and injuries. Building or fence outside the Drainage and Floodway Easement are studies filed to a minimum elevation as shown on the plat. The minimum floor elevation for each lot shall be as shown on the plat.

ONCOR ELECTRIC DELIVERY COMPANY, LLC,
a Delaware limited liability company

By: _____
Thomas F. Hansen,
Attorney-in-Fact

STATE OF TEXAS
COUNTY OF DALLAS

This instrument was acknowledged before me on the ____ of _____, 2009, by _____, Manager of Oncor Electric Delivery Company, LLC, a Delaware limited liability company.

_____
Notary Public, State of Texas

SURVEYOR'S CERTIFICATE

KNOW ALL MEN BY THESE PRESENTS:

THAT I, Andrew J. Shafer, a Registered Professional Land Surveyor in the State of Texas, do hereby certify that I have prepared the plat from an actual and accurate ground survey of the land and that the monuments shown hereon were found and/or placed under my supervision in accordance with the platting rules and regulations of the City of Fort Worth, Texas.

DATED this the _____ day of _____, 2009.

_____
ANDREW J. SHAFER
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS NO. 5017

STATE OF TEXAS
COLLIN COUNTY

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

GIVEN UNDER MY HAND AND SEAL OF OFFICE on this the _____ day of _____, 2009.

_____
NOTARY PUBLIC in and for COLLIN COUNTY, TEXAS
My Commission Expires

CERTIFICATE OF APPROVAL

APPROVED on this the ____ day of ____, 2009, by the Planning & Zoning Commission, City of Plano, Texas.

_____
Chairman, Planning & Zoning Commission

STATE OF TEXAS:

COUNTY OF:

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

GIVEN UNDER MY HAND AND SEAL OF OFFICE

THIS ___ DAY OF _____, 2009 .

_____
NOTARY PUBLIC in and for the STATE OF TEXAS

_____
Secretary, Planning & Zoning Commission or City Engineer

PRELIMINARY PLAT
OF
RENNER SVC SUBSTATION
LOT 1, BLOCK 1
44.22 ACRES

SITUATED IN THE
MARTHA McBRIDE SURVEY
ABSTRACT NO. 553

CITY OF PLANO, COLLIN COUNTY, TEXAS
FOR
ONCOR ELECTRIC DELIVERY COMPANY
PREPARED BY

HALFF

3301 PARKWOOD BLVD, SUITE 500
FRISCO, TEXAS 75034-8040
TEL (214) 618-4670
FAX (214) 618-4674

SCALE 1"=100' JOB 26564 DATE JANUARY 2009

CITY OF PLANO

PLANNING & ZONING COMMISSION

January 20, 2009

Agenda Item No. 6

Public Hearing: Comprehensive Plan Amendment

Applicant: City of Plano

DISCUSSION:

Request to amend the Comprehensive Plan to include a policy statement with guidelines for reviewing zoning requests for mixed-use projects.

BACKGROUND:

In recent years, mixed-use projects have gained popularity, and developers are interested in locating these projects in Plano. In response to this development trend, the Planning & Zoning Commission has worked with staff to develop a mixed-use policy statement. This policy statement will be formally adopted as part of the Comprehensive Plan and will help establish (in greater detail than can be provided in the main chapters of the Comprehensive Plan) how the City of Plano defines mixed-use development, critical elements of a mixed-use project, and where these developments may be appropriate in the city.

The mixed-use policy statement is intended to assist the Planning & Zoning Commission and City Council when considering future zoning requests for mixed-use development. This policy statement provides guidelines for mixed-use projects as well as a discussion of, and considerations for, potential locations. It builds from work done by the Transition and Revitalization Commission in the "Urban Centers Study" as well as existing elements of the Comprehensive Plan, including the Land Use Element, the Economic Development Element, and the "Infill Housing" and "Rezoning Property to Meet Demand" Policy Statements.

In the process of developing this element, the Planning & Zoning Commission held several work sessions, attended a field trip to view mixed-use projects, and participated in a joint retreat with the City Council to explore mixed-use projects. Staff used the information received during these discussions to draft the attached policy statement.

RECOMMENDATION:

Recommended for approval as submitted.

Mixed-use Policy Statement
Policy Statement 5.0

Description

The intent of this policy statement is to define mixed-use development and its role in Plano. This includes both how this development form can be used to create large scale projects like urban centers and smaller scale mixed-use projects. The policy statement defines what is meant by the term "mixed-use" and describes the characteristics of appropriate locations. It also expounds upon the expected benefits of mixed-use projects and describes the key components necessary for creating those benefits. This information is intended to provide guidance to developers and decisions makers considering mixed-use projects.

This policy statement also addresses the following objectives and strategies already in the Comprehensive Plan:

Objective B.3 Ensure land use compatibility by grouping complementary land use activities, especially those that are mutually supportive, and continuing to implement policies that minimize the impact of potentially incompatible activities.

Strategy C.2 Consider the use of creative and alternative suburban land use concepts, including mixed-use development in appropriate infill and redevelopment areas of the City. Review requests to rezone properties for mixed-use development in accordance with the following:

- Finding that the conversion of nonresidential property for residential or another nonresidential use would not adversely impact the planned land use pattern for the surrounding area.
- A plan that provides for the integration of vehicular and pedestrian circulation systems, parking, building location, and architectural design into a cohesive development.

Strategy C.5 Work with developers to ensure that infill and redevelopment occur in appropriate locations. In particular, the location and design of urban centers should be consistent with the guidelines established by the Urban Centers Study.

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

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

Housing Density Policy Statement 3.0 which provides guidance regarding the density of housing in Plano.

Background

Although not specifically called mixed-use, a mix of uses - work, home, and commerce - has been commonplace in communities throughout the United States and Europe. Prior to World War II, towns were, out of necessity, designed on a pedestrian scale. In many ways, the combination of uses all within walking distance of each other provided natural synergies that enhanced daily life. In fact, it wasn't until the "modern" zoning code, also referred to as Euclidian zoning, came into common use that land uses were so strictly separated. In doing so, many of the great synergies that come from mixing uses were lost. Mixed-use development can contribute to a variety of objectives, including housing provision, revitalized town centers and more sustainable urban environments. The benefits of mixed-use include:

- **Creating a local sense of place.** Although difficult to quantify, mixed-use areas can create a vibrant sense of place and community. This can be not just on a city-wide scale, but it can also be a tool that helps to differentiate neighborhoods. And, as mentioned above, by supporting pedestrian movement, these areas provide increased opportunities for neighbors to meet and interact. They also provide a wider variety in the types of environments to be found in the city, adding interest and diversity.

- **Creating areas that are active throughout the day.** A mix of uses eliminates the problems of residential areas that are largely unpopulated during the day, and commercial areas that are desolate after business hours. Mixed-use areas have populations and activities that take place throughout the day, making them more vibrant and safe.

- **Increasing housing options for diverse household types.** Mixed-use areas often have higher density housing types, such as apartments and townhouses, close to amenities and add to the variety of housing options available within the city which is especially important to meet the needs of an increasingly diverse population.

- **Reducing auto dependence.** Mixed-use areas provide a variety of services and activities within a walkable distance of housing, allowing residents to conduct more of their daily activities without depending on automobiles. Reduced auto dependence especially provides greater independence for seniors and children who can often be marginalized simply because they cannot drive.

- **Increasing travel options.** Mixed-use areas, if well designed, can comfortably support pedestrian, bicycle, transit, and automobile traffic.

Analysis

As Plano begins to incorporate mixed-use into what historically has been a suburban land use pattern, it is important to define how and where this type of development fits within the city. Successful mixed-use projects can be created on many scales and in many locations - in an individual building, a series of buildings grouped together, or as a predominant characteristic across an urban area (urban center). Whatever the scale, there must be a readily identifiable mix of functions which jointly activate the urban form. The effect must be more than just an aesthetic one.

Policy Statements

The following guidelines are intended to assist with the evaluation of proposals for mixed-use projects. These guidelines cannot address all of the issues relating to a particular site and therefore are not the sole determinants of zoning decisions. However, they do provide a framework for evaluating mixed-use proposals. Also, within the City, there are a variety of environments where mixed-use projects can be successful from a neighborhood from a corner store serving a neighborhood to a large urban center. This checklist addresses characteristics that generally are achievable in both small - and large-scale mixed-use projects and some specific considerations based on location. It may be possible to fulfill the intent of this policy statement without meeting every guideline.

Mixed-use Guidelines Checklist

Location and Context Sensitivity - *The project must be sensitive to surrounding developments with regard to height, density, scale and character. Mixing land uses often means developing commercial uses next to or within residential areas. It can also mean developing housing at relatively high densities outside of a traditional neighborhood setting. This can raise concerns about traffic, parking, noise, building design, and other compatibility issues. The site layout and building design should mitigate these issues wherever possible.*

Mixed-use projects can work in a variety of settings throughout the city. However, careful consideration must be given to the character of the area and surrounding land uses. The following areas of Plano (as described in the Land Use Element and corresponding Land Use Map) are the most likely locations for mixed-use development. Considerations specific to these areas are noted below, followed by more general city-wide guidelines.

Neighborhood Centers

Designated on the Land Use Map as Neighborhood Commercial, Community Commercial, General Commercial and Major Commercial these areas are adjacent to the residential districts that they are intended to serve. They are typically located at major intersections, contain roughly 10-15 acres on each corner and include businesses such as grocery stores, drugstores and small retail and service uses. The center should be oriented to existing or planned pedestrian amenities, such as wide sidewalks, street tree cutouts, pedestrian-scale lighting, and street furnishings. These locations should also support transit stops, where applicable.

Urban Centers

These are large districts (50 or more acres) of mixed-use development provided at urban densities. They serve both a local and regional population and may include a wide-range of uses from office and commercial to residential. These areas generally have strong internal circulation (transportation networks) and contain a variety of mutually supportive uses (such as restaurants, residential and office). Because these areas are large enough to form a distinct district, they can generally support higher density and higher intensity uses.

Major Corridors
Designated on the Land Use Map as Major Corridor Development and Freeway Commercial these areas are located along major highways. Uses in these areas can vary but will tend to be more auto-dependant than either neighborhood centers or urban centers. The character of these districts is focused on allowing office, commercial, and residential uses to be combined in a single development.

Location and Context

General Guidelines:

- ☑ If they were to be considered alone, outside of a mixed-use setting, would each use (residential, office, retail etc.) be appropriate in this location? (Also, see residential development guidelines below.)

- ☑ Is the development a natural fit with the larger surrounding area? Is the project designed in such a way that it is well-integrated with adjacent land uses?

- ☑ Does the project connect to surrounding developments?

- ☑ How does the project relate to/impact surrounding development?

- ☑ Is the juxtaposition of uses complementary? For example, are lower density residential areas buffered from more intensive uses?

- ☑ Are transitions in building heights (step backs) provided, especially when adjacent to residential development?

Note: In many locations, mixed-use development will be a departure from the existing development form. It is advised that early in the project development, proposals are discussed with neighborhood groups and other stakeholders. Where appropriate, the Planning Department can facilitate these efforts.

Multiple uses/integration of uses - *Land uses are mixed on-site or are mixed in combination with adjacent uses (existing or planned). The combining of land uses promotes easy access among services, stores and other amenities especially by pedestrians.*

General Guidelines:

- ☑ Is there a variety of uses? Are the uses complementary/synergistic? For example, do the non-residential activities in the development enhance the livability of the residential parts?
- ☑ Are the uses in a fine grain either vertically and/or horizontally so that the complement of buildings and uses is well integrated?
- ☑ Are buildings tightly connected or grouped?
- ☑ If the development is phased, is the first phase sufficient to stand on its own as a mixed-use development?

- ☑ Are residential uses integrated within the development and not isolated, so that the range of amenities such as shops, restaurants and public spaces are available and easily accessible to residents?

Density - *Mixed-use development generally requires increased density, which allows for more compact development. Higher densities increase land-use efficiency and housing variety while reducing energy consumption and transportation costs. The mixed use buildings that result can help strengthen or establish neighborhood character and encourage walking and bicycling.*

General Guidelines:

- ☑ Is the site developed at an urban density rather than suburban?
- ☑ Are the majority of buildings two to three stories or higher?
- ☑ Do the second story and higher floors contain useable space, instead of being included just for aesthetic effect?
- ☑ Does the site layout create clusters of buildings to promote a variety of transportation options (pedestrian, bike, automobile, mass transit etc)?
- ☑ Is the majority of the land area within each block used for buildings and not for surface parking, open space or landscaping?

Pedestrian Orientation - *All portions of the development are accessible by a direct, convenient, attractive, safe, and comfortable system of pedestrian facilities, and the development provides appropriate pedestrian amenities. The design of buildings supports a safe and attractive pedestrian environment.*

General Guidelines:

- ☑ Is the development sufficiently compact? Can people comfortably walk between major uses without being tempted to move their car?
- ☑ Do the physical arrangement and design of the buildings support the pedestrian environment?
- ☑ Are there are pedestrian walkways through sites, connecting entrances, buildings, and the public sidewalk? Do they form a comprehensive network?
- ☑ Are the street crossings, drives, and parking areas clearly marked?
- ☑ Are the sidewalks wide enough to accommodate pedestrians as well as street life (for example a sidewalk café)?
- ☑ Is landscaping or other buffering provided between parking lots and adjacent sidewalks or streets?
- ☑ Are the buildings close to the street? Do the buildings help define the street edge?
- ☑ Do the sidewalks include street furnishings such as street trees, space for outdoor seating, bus waiting areas, trash cans, newspaper vending machines, mail boxes, sidewalk displays, etc.?

Connectivity - *An interconnected street system provides linkages to local shopping, services, housing, and amenities, as well as linkages between adjacent developments. Streets that are disconnected isolate land uses and force all trips, whether by car, foot or bicycle, onto the arterial street system without regard for their ultimate destination.*

General Guidelines:

- ☑ *Is there a grid of streets with relatively short blocks and lots of intersections?*
- ☑ *Is the development part of a connected street system that serves not just vehicles but pedestrians and bicycles as well?*
- ☑ *Is the development connected to the surrounding areas?*
- ☑ *Is the project served by mass transit?*

Parking - *Surface parking lots often cover more ground than the buildings they are intended to serve, particularly in suburban centers and commercial corridors. This unfortunate reality is often a barrier to building compact, pedestrian friendly places.*

General Guidelines:

- ☑ *Is parking designed in an urban form? Is more than 50% of the parking in garages with the remaining surface parking located behind buildings and/or on land scheduled for future development as structured parking or for future buildings?*
- ☑ *Is on-street parking available on the majority of internal streets?*
- ☑ *Are the parking and vehicle drives located away from building entrances, and not between a building entrance and the street?*
- ☑ *Is surface parking, where proposed, located behind or to the side of a building when possible? Are good pedestrian connections provd*
- ☑ *Are street trees or landscaping provided between surface parking lots and the adjacent sidewalks?*
- ☑ *Does the project appear to take advantage of opportunities for shared parking? ("Shared parking" means that multiple uses share one or more parking facilities).*

Public Spaces - *Public social contact shapes our personal identity, fosters learning and influences our social behavior. Creating public spaces where people have the opportunity to formally organize, such as for a public outdoor market or festival, or informally gather, such as to pursue leisure or social activity, are both necessary and desirable. For example, social greetings, conversations and passive contacts, where people simply see and hear other people, are those social activities that shape our personal identity. This type of activity is dependent on the presence of people in the same physical environment, whether it is a sidewalk or a public plaza. For this to be a positive experience, public spaces need to be safe, attractive, and comfortable. With growth and new development, public spaces must be protected and new spaces created to support the social and cultural fabric of our communities.*

General Guidelines:

- ☑ Does the arrangement of buildings, streets, and open space create public spaces?
- ☑ Does the development contain "place making" qualities that distinguish it from traditional development?
- ☑ Does the project provide public space that will realistically be used? For example, the "function" of a public space may include transportation, in the case of the sidewalk; or recreation and socialization, in the case of a plaza or park.
- ☑ Does the site design enhance and support the public space?
- ☑ Do the public spaces provide social and leisure activities similar to those provided by parks, schools and libraries in a traditional, suburban Plano neighborhood?

Human Scale - *Although the world is large, we perceive it piece by piece. In urban design, details count. Things look different close up walking at 2 mph than they do from behind a windshield at 30 mph. Everything seen and experienced from the sidewalk - building fronts, signs, lighting, open space should be designed for human interaction at a pedestrian's perspective.*

Note: While much of this information is not typically required for a zoning petition to be filed, these items are especially important to the success of mixed-use projects, and additional information and details should be provided for the evaluation of mixed-use projects.

General Guidelines:

- ☑ *Do the buildings contain windows and doors on all or most sides?*
- ☑ *Does the design of the street space include trees, light standards, benches and other amenities to give the development a human scale?*
- ☑ *Are the building façades designed to a human-scale, for aesthetic appeal, pedestrian comfort, and compatibility with the design character of the district or neighborhood?*
- ☑ *Does the design reflect the context of its surroundings or create its own distinct look and identity? This does not mean that it needs to copy or mirror the architectural style of the surrounding buildings (unless that is critical to the historic character of an area).*

Elements to look at:

- *Existing architectural character of the neighborhood/district*
- *Continuity of the building sizes*
- *How the street-level and upper-level architectural detailing is treated*
- *Roof forms*
- *Rhythm of windows and doors*
- *General relationship of buildings to public spaces such as streets, plazas, other open space, and public parking*

CITY OF PLANO

PLANNING & ZONING COMMISSION

January 20, 2009

Agenda Item No. 7

Discussion and Direction: Aesthetic Standards for Parking Structures

Applicant: City of Plano

DESCRIPTION:

This discussion and direction item is a project of the Planning & Zoning Commission Work Program. The intent of the project is to explore the feasibility and potential creation of facade and design standards for parking structures.

REMARKS:

This work program item initially began in November 2002. Because this project has been placed "on hold" several times due to various reasons, this discussion and direction session will restart at the beginning.

At the meeting, staff will show a PowerPoint presentation that illustrates many different aspects of the structural and functional considerations that influence parking structure design. This presentation consists of photographs of existing parking structures in the metroplex and other areas of the country.

There are several attachments under separate cover for your review. These will be central to our discussion after the presentation. The first series of attachments are articles about parking structures. Many of these have won design awards. Please note the design goals for each, and how the projects balanced aesthetics and functionality with economic considerations. Next is an attachment from a design firm which specializes in parking structures, that speaks to the general cost of parking structures. While this document is dated, please take note of the cost of structured parking relative to surface parking, and the factors that influence the cost of structured parking. The last attachment is an excerpt of parking structure design standards from SeaTac, Washington. While the standards are subjective in some respects, staff believes this is a good example of the types of issues that may be addressed in parking structure design standards.

The objectives of this meeting are:

1. To "revive" discussion of parking structures;

2. To discuss how function and structure influence parking structure aesthetics; and

3. To discuss the costs of structured parking versus surface parking, and the impact of various aesthetic techniques and enhancements to the cost of structured parking.

In a future meeting, staff will conduct a discussion with the Commission on:

1. The appropriateness of establishing architectural standards for parking structures when many zoning districts and/or overlay districts do not have or have minimal architectural standards for buildings; and

2. Discuss potential amendments, if any, for structured parking aesthetic standards.

Co-Winner

Best All-Precast Solution

Precast Detail, Adaptability Create Unique Parking Structure

Designers adjust precast concrete façade design for three parking structures during fabrication when local officials required the project to feature masonry look

Architect
JPRA Architects
Farmington Hills, Mich.

Engineer
Walker Parking Consultants
Boston, Mass.

General Contractor
Sordoni Skanska Construction
Plano, Texas

Owner
The Taubman Co.
Bloomfield Hills, Mich.

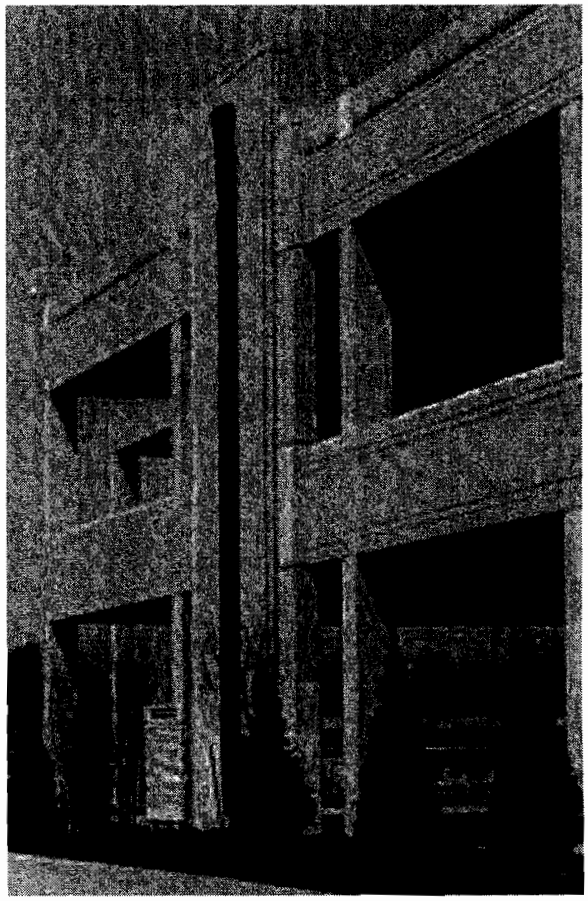
Structural Precaster/Erector
Coreslab Structures (OKLA) Inc.
Oklahoma City

Architectural Precaster
Meridian Precast & Granite Inc.
Waco, Texas

Design Award

Designing and producing the volume of parking facilities required for new, large shopping malls requires close communication and coordination among the entire design team. This proved especially true at the Shops at Willow Bend retail complex in Plano, Texas, where 4,400 spaces were needed in three parking structures to support the 1.4 million square feet of retail space. By bringing the entire team together early in the process, a cost-effective approach was produced that helped coordinate the array of construction activity at the busy site—and this was made even more critical when a last-minute requirement necessitated adding inset thin brick to the fronts of the three facilities.

The size and location of the mall's shops, combined with the five anchor stores' requirements, resulted in two rectangular-shaped parking structures containing 939 and 1,317 spaces placed at the mall's far corners. In addition, a 2,161-car, C-shaped structure wraps around three sides of the anchor store at the mall's center. In all, the three parking facilities contain about 1 million square feet of deck surface area.



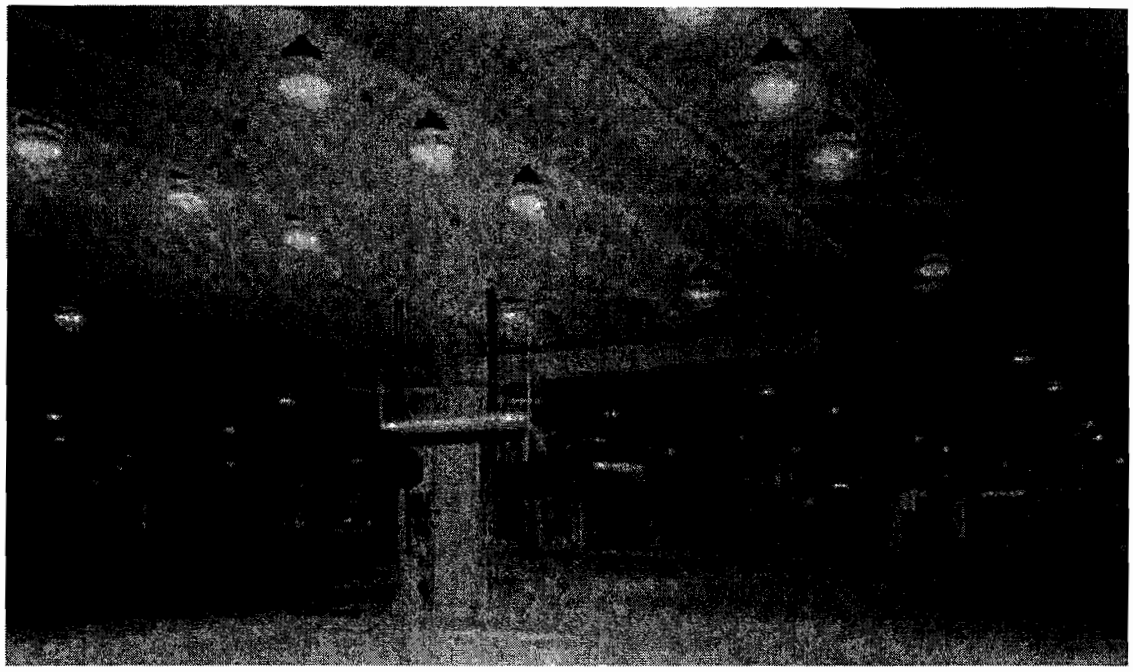
Metal grilles replicating the willow-leaf pattern used in the upper spandrel were incorporated into exterior shearwalls. They were backlit to project a strong image at night and add a decorative element to these structural components.

EARLY PRECASTER INPUT PROVIDED

The owner created a quasi design-build approach that took full advantage of everyone's expertise, including the precasters, explains James Grigsby, principal at the architectural firm of JPRA Architects Inc. in Farmington Hills, Mich. The owner's in-house design team worked closely with the architect and general contractor to put together the project's basic plan, so the construction documents were approximately 70 percent completed when the two precasters were brought in.

"The parking structures needed to reflect the high caliber of design established by the owner and meet the complicated construction sequencing dictated by multiple construction activities. Using precast concrete achieved success in both of these regards."

—James Grigsby, principal, JPRA Architects

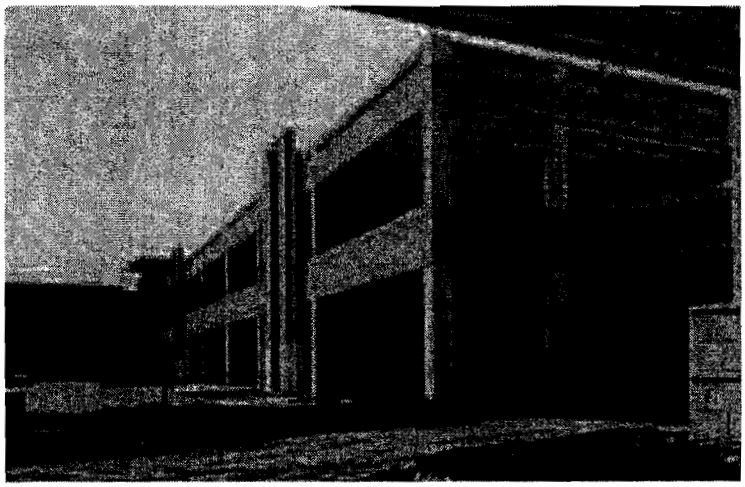


Parking levels feature floor-to-floor heights of 17'6" to match with retail levels. This height also improved passive security features, which were heightened further by bright lighting.

"This gave the precasters some basic design parameters to work with while allowing them to value-engineer the proposals to enhance the effectiveness and efficiencies through their own fabrication methods," he explains. Coreslab Structures (OKLA) Inc. in Oklahoma City provided the structural precast and erected the facilities, while Meridian Precast & Granite Inc. in Waco, Texas, fabricated the architectural spandrels.

Precast was chosen for several reasons after evaluating various systems, Grigsby says. "Sequencing and speed of erection were major considerations because these structures surrounded the retail components, which also were under construction at the same time," he says. Especially because of this speed, precast also was the most cost-effective option.

Since the parking structures commanded high-profile locations, the owner and architect wanted to ensure the parking structures represented the design statement of the retail center's interiors.



The three parking structures at the Shops at Willow Bend in Plano, Texas, had to adjust their design when local officials insisted the exterior include a high percentage of masonry. Thin-brick insets were added after several spandrels had been cast.

Elements derived from the prairie-style motifs used in the retail spaces were applied to the parking structures' exterior design, too. This included warm precast tones along with a willow-leaf pattern featured in the upper-level spandrel panels, which supported the overall project design.

The willow-leaf pattern also was incorporated into backlit decorative metal panels attached to exterior shearwalls. This added an elegant identity element that projected the center's image especially well at night and helped add distinction to the shearwalls. ■

— Craig A. Shutt

THE JUDGES SAID...

"This total-precast parking structure exploits all of precast's advantages and shows a very high quality of workmanship, which produced an elegant façade. The structure also overcame the aesthetic problems associated with exterior shearwalls by adding an architectural feature that blended them with the spandrels. The exterior spandrels' detail, particularly the upper spandrel with its beautiful form-liner finish, creates a dramatic structure with impressive attention to detailing. Those details, in conjunction with the exterior shearwalls, create a very attractive use of a total precast, prestressed concrete structure."

To learn more about the Shops at Willow Bend parking structutes, see the article in the Spring 2001 ASCENT or visit www.pci.org.

Architectural Precast Beautifies Parking Structure

Precast concrete created an abundance of detail, bringing human scale to a large parking structure and relating it to the university campus

Façade Architect
Thompson, Ventulett, Stainback and Associates Architects (TVS)
Atlanta

Engineer
Walker Parking Consultants Inc.
Kennesaw, Ga.

General Contractor
Turner Construction Co.
Atlanta

Owner
Emory University
Atlanta

Precaster
Metromont Prestress Company
Greenville, S.C.

The new curved parking structure at Emory University in Atlanta resembles an attractive grouping of collegiate buildings, rather than an enormous parking structure accommodating 1,897 cars. The architects' skillful use of different design elements and articulated precast concrete components helped break up what might have appeared as a massive structure.

The architects used a variety of design elements and rich precast details to create human scale for the new curved parking deck at Emory University in Atlanta. The precast details help relate the structure to the traditional architecture of the campus.
Photos: Brian Cassel/TVS

"Precast allowed us to incorporate enriching detail, such as the stepped returns around the windows and the overhanging cornices," says Robert Balke, principal at TVS.

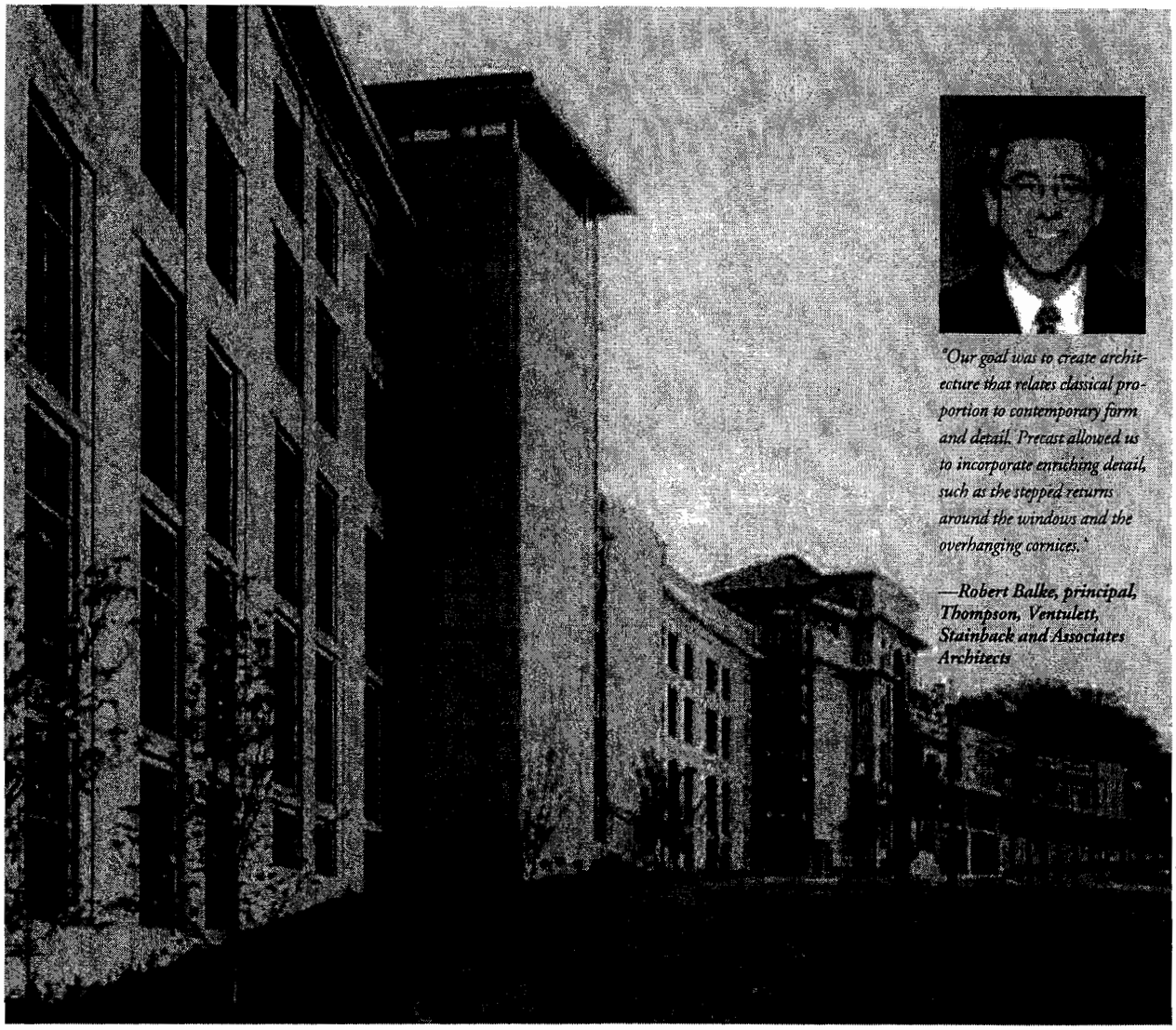
The parking structure is part of the Emory University master plan that will free the main campus from automobiles and restore pedestrian spaces to the heart of the campus. Shuttle buses, with a stop incorporated into the parking deck, connect the previously remote student apartment complex and the parking structure to the main campus. Screening parked cars from view as it curves into the hillside, the six-level deck was designed as a backdrop to the new student housing development.

The architects were guided in their design by Emory's new master plan, created in keeping with the original compus designed by Henry Hornbostel, Emory's first campus architect. "Our goal was to create architecture that relates classical proportion to contemporary form and detail," Balke says.

TOWERS BREAK UP FAÇADE

The façade, 550-feet long on the north elevation, is divided into different components by stair towers, overlooks and elevator/entry towers. These elements were designed in response to Hornbostel's proportioning aesthetic. The pedestrian entrance to the north tower is a four-story, glazed, grand arch set into a rectangular tower below a hipped roof. Two false towers, serving as balcony overlooks, also help break up the long elevation. A graceful colonnade with tapered columns stretches across the north elevation between the main arched entry tower and the canopy at the shuttle bus stop.

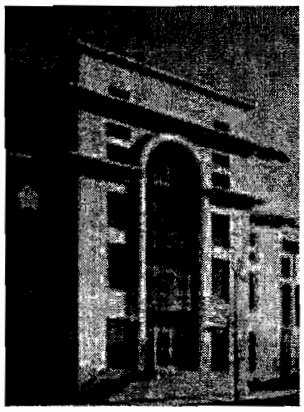
Three different precast finishes provide visual interest to the façade. The dominant finish is smooth with some aggregate exposed through a moderate sandblast. This is accented by insets and horizontal bands with a medium sandblast finish with deeply textured aggregates. A third, lighter, smooth finish resembling limestone is used at major entries and the cornice profile.



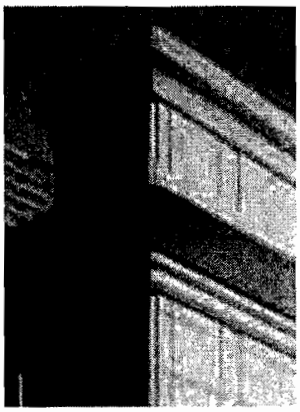
"Our goal was to create architecture that relates classical proportion to contemporary form and detail. Precast allowed us to incorporate enriching detail, such as the stepped returns around the windows and the overhanging cornices."

—Robert Balke, principal, Thompson, Ventulett, Stainback and Associates Architects

Integrated with true precast joints, one-inch-deep reveals create human-scaled divisions of the precast panels.



The main pedestrian entrance to the parking deck features a grand four-story precast arch.



The detail at the roof line attracted the judges' attention.

THE JUDGES SAID...

"This parking structure has a really human scale despite its large size. The curved design coupled with the attention to detail produced an attractive structure that blends with its environment. The use of three precast textures adds visual interest, and the attention to detail, especially at the roof line, is wonderful."

Precast concrete details helped develop a human scale that is unusual in parking structures, Balke notes. The window/bay patterns make a pleasing rhythm along the façade. Integrated with true precast joints, one-inch-deep reveals provide score joints that create human-scaled divisions for the precast panels. A four-inch setback detail at each window opening creates shadows and expresses thickness. The precast concrete skin is omitted at certain locations. Near the building corners, a three-foot reveal exposes the cast-in-place concrete deck structure.

Enhancing the design is a metal bus-shuttle canopy that reaches over the arriving buses at grade level along the west entry tower. The curvilinear steel infill structure of the canopy supports skylight glazing and "leaves" of perforated metal that float below the skylight. The leaves provide visual interest by day and a surface to illuminate with uplighting at night. The underside of the canopy has graceful curved metal ribs supporting the translucent roofing. The underside of the north colonnade has similarly curved bracing along the exposed underside of the roofed canopy.

This attention to detail in all materials and the ability to make them all work together were key ingredients to the project's overall success. They are symbolic of the fact that this handsome structure, considered a gateway to the campus, successfully relates to both the historic and contemporary sides of the university. ■

— Anne Patterson

Queensway Bay

Long Beach, California

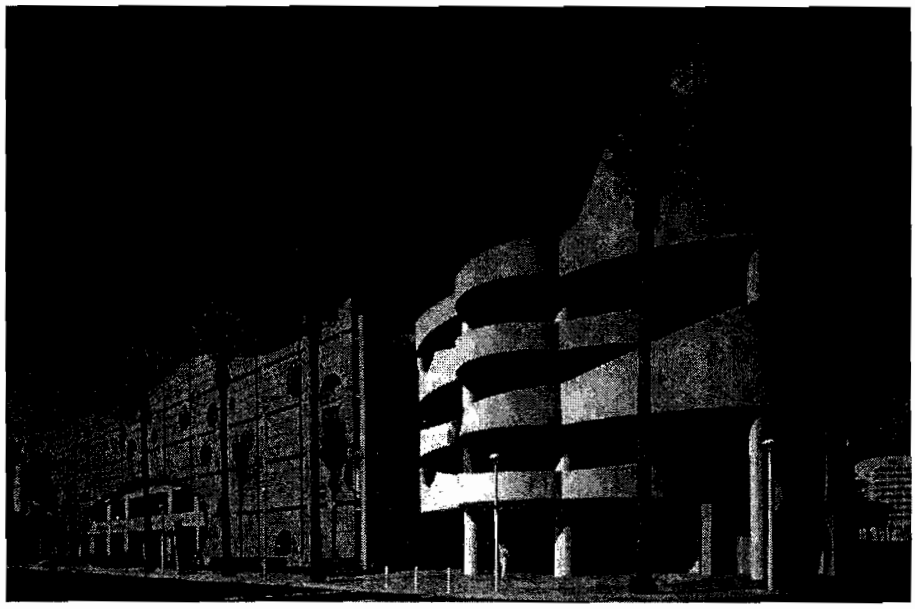
5 Levels
1470 Spaces

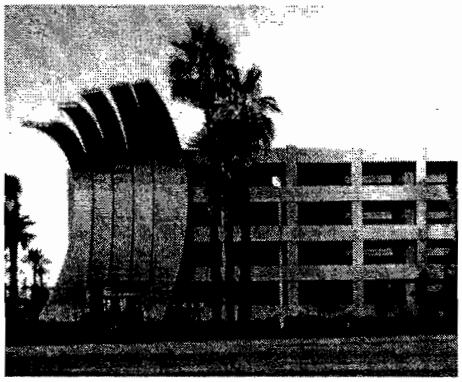
$11,100,000
$7,700 per space
1998

International
Parking Design, Inc.
Architect of Record

Johnson Fain
Partners
Design Architect

City of Long Beach
Owner





The Aquarium of the Pacific Parking Structure serves visitors to the Aquarium, waterfront retail development, and the Toyota Grand Prix of Long Beach. The structure is an eye-catching building from any angle. Visitors enter through a 65' metal sculpture of a breaking wave. Five champagne-gold aluminum panels, edged with blue neon, curve steeply up the face of the building and, at the roof level, curl outward as if about to thunder down onto Shoreline Drive.

Once inside, guests proceed to marine-themed elevators where they can catch tantalizing glimpses of the Aquarium of the Pacific through a series of porthole and bubble cutouts in a metal screen suspended just off the face of the structure. A series of columns with round, corrugated steel covers displaying graphics of marine life assist visitors in finding their vehicle.

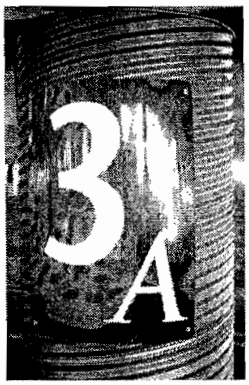
At the ground level, the lobby centers around a 16' circle of sea-green glass tiles, edgelit with fiber-optic lighting. Each of the tiles is approximately three feet by five feet, and has a slightly irregular texture, similar to water rippled by the wind.

Functional design consists of four bays and a parking ramp. Traffic flow is one-way with 70-degree angle parking. The parking ramp is two-way traffic flow with 90-degree parking.

The structural design by Frame Design Group begins with a "stone column" soil densification program and continuous strip foundations supporting a completely cast-in-place concrete structure. The decks are long-span, post-tensioned beams and slabs, and the seismic system is a special moment-resisting concrete frame in both directions. The stair, elevator core and architectural facade are of structural steel.

Awards

1999 - Pacific Coast Builders Gold Nugget Award
1999 - International Parking Institute Award of Excellence
1999 - Los Angeles Business Council Urban Beautification Award
1998 - AIA/Los Angeles Chapter Honorable Mention
1998 - Dodge Construction Link Outstanding Concrete Project



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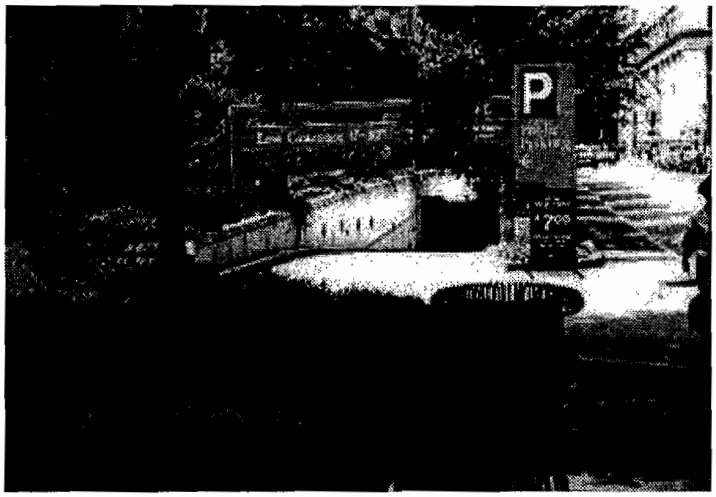
Garage Below Supports Park Above

An Urban Parks Institute Success Story
Boston, MA



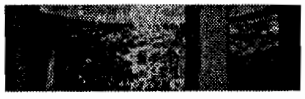
"Park above, park below" is the slogan at Boston's Post Office Square, a 1.7 acre park that sits atop a below-ground parking garage. A public-private partnership financed the design and construction of the park and garage, while fees from the garage are targeted to repay capital costs and ongoing maintenance.

Project Background

The development of the Park at Post Office Square began in the early 1980's when the real estate market was booming in downtown Boston and development space was at a premium. In the heart of the city's revitalized financial district stood a 3-story concrete parking garage. With construction and renovation going on all over the downtown area, many buildings in the financial district turned their backs on this unsightly concrete structure.

One developer, Norman Leventhal, was renovating a building across the street from the parking facility and promoted the idea that the area would be more attractive without the garage. Leventhal founded Friends of Post Office Square, a non-profit group of businesses located in or near the site, with the intention of buying the garage, and turning it into a park. However, the ownership of the old garage and the cost of the project made the idea of removing the garage to build a park a considerable obstacle. Friends of Post Office Square consulted with the Parks Department and the Boston Greenspace Alliance, a consortium of open space advocates, and decided to build a parking structure underground and a park above.

With the strong support of the Boston Redevelopment Authority, Friends of Post Office Square secured the development rights from the City of Boston. The parking garage opened in 1990 and the park opened in 1992.



Funding: The $80 million construction of the park and garage was financed through a $50 million loan from Bank of New England (now Fleet Bank). To raise capital funds for the garage, Friends of Post Office Square offered stock in the parking structure. Local businesses were sold individual shares for $65,000. Along with the right to a monthly parking space, the purchase arrangement with Friends of Post Office Square included a cumulative 8% dividend to be paid to shareholders when debt relief is complete. The entire lot of 450 preferred shares was sold in just six weeks, raising $29.25 million.

After the debt has been paid, the partnership has arranged for the city of Boston to get all the profits over operating costs of the garage, which is operated by Standard Parking Corp. These profits are slated to be allocated to other neighborhood parks as well as to the city's general fund.

The Milk Street Cafe, owned by a nearby restaurant with the same name, operates within the park, and pays rent to the group. Garage attendants patrol the park and provide general maintenance. Friends of Post Office Square pays for a private park ranger in the summer.

Impacts: The park and garage design have received over 20 planning and architecture awards, and created open space in a very dense area of the city. During the warm months the park is host to lunchtime jazz concerts. Before the park's creation, the area was a "ghost-town" after working hours. Now, the park is well lit at night, and the garage is open 24 hours; the lighting and activity makes people feel safer.

Because the parking garage is popular there is a waiting list to rent a reserved space, even though parking prices in Boston are some of the most expensive in the country. The present market rate for a space is approximately $310 per month.

The garage generates approximately $8 million a year, which covers debt service, taxes, and the $225,000 operating costs for the park above. Friends of Post Office Square, Inc. is current on its $48.5 million mortgage and making its tax payments. The project has not reached its financial break-even point as quickly as anticipated, due in part to fluctuations in real estate prices, however, revenue per parking space (one measure the group uses to assess their future costs) has grown steadily through the 1990's, and the Friends of Post Office Square believes future financial stability is assured.

Lessons Learned: The parking garage was one of the most expensive ever built. Building the garage cost approximately $34,000 per space, which is higher than average, even for Boston. The high cost was due in part to the deep excavation, the extra supports needed for the heavy soil above, and the difficulties of buying out the previous owner. The park and the garage were also spared no amenities and are full of design flourishes, like a fountain, sculpture, a colonnade, polished granite walls and landscaped borders. The parking facility includes a shoeshine station, clean restrooms, a car wash and an automated checkout system for drivers (*The Wall Street Journal* called it "Garage Mahal" in a 1994 article). Despite the high costs, both to builders and to users, the park is a major focus for the business district, satisfying a need for public space and a need for parking.

Major obstacles were overcome with perseverance and a bit of cunning. Wresting the site from the current lessee (negotiations took 5 years), and then raising $80 million to finance the project required the stubborn will and deep pockets of the downtown community, many of whom were enticed into the offering by the lure of an available parking space, and the hope that their property would be more attractive due to the presence of the park.

Contact: Mary Dahl, Friends of Post Office Square, 617-423-1500

(Spring 1997)

WATRY DESIGN, INC.

Architects • Engineers • Parking Planners

University of California, Santa Cruz
Core West Parking Structure

Santa Cruz, California

Photos

When officials at the University of California, Santa Cruz chose a redwood-covered hilltop for the location of a new campus parking structure, there were formidable obstacles to overcome. The design of this structure responds to the sloping site, and attempts to minimize the impact to the natural environment by modifying the floor plate and incorporating a cantilevered perimeter to save the surrounding trees.

A combination of open and closed rails around the façade respond to the outside environment, allowing open rails along the forest and closed railings where the outside view is the surrounding buildings.

Located on Science Hill, the structure is entirely cast-in-place concrete. This was material of choice for other large buildings in the area..

- 493 parking stalls
- 178,800 total square feet
- $9,854,000 total cost
- $19,988 per stall
- 363 square feet per stall
- 6 total levels, 1 partially below grade
- 15-foot cantilever around the entire structure
- Sloped building to tuck into the hillside
- Set amid the forest
- Planters at key points to bring in the natural environment
- Includes surrounding road/path work

Client: UC Santa Cruz
Services: Architects, Parking Planners, and Structural Engineers
Consulting Arch.: EHDD Arch.
Contractor: S.J. Amoroso
Status: Completed March 2001

Won CRSI Award
Won 2002 IPI Award of Excellence
Won American Concrete Institute Award

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Architecture • Engineering • Consulting

Below Grade

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What Do Parking Structures Cost?

Above-Grade Parking Structure Costs

How much do parking structures cost? This is one of the first questions clients ask. Before we can respond, we need to know the answers to the following questions: How many spaces do you need? How many levels? What size is the site? The answers have a major impact on the cost-per-space figure for a particular parking structure. Cost per space is dependent on two factors: (1) Area per Space and (2) Cost per Square Foot.

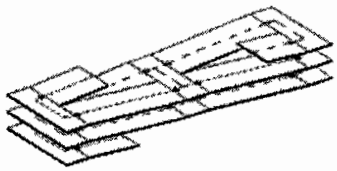
Area per Space is affected by several factors:

Type of user - retail customer parking requires more generous parking dimensions than office employee parking, hence a higher area per space.

Width of site - a narrow site may dictate a shallow angle of parking which results in a higher area per space than steeper angles or ninety-degree parking.

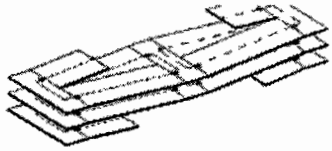
City parking requirements - some cities require wider spaces and aisles than others, no matter who the user is, resulting in a higher area per space.

Type of flow system - a level-floor structure with connecting express ramps will result in a higher area per space than one with sloping parking ramps.



Two-Bay Double Helix

A two-bay structure with a double-helix configuration will have a lower area per space than a two-bay structure with an end-to-end loop configuration.



Two-Bay End-to-End Loop

Shape of site - irregular shapes create wasted areas within the parking structure.

Cost per Square Foot is affected by these factors:

Geographical location - costs vary considerably by geographic region.

Number of levels - taller structures have a higher average cost per square foot because elevated levels are more costly than the ground level.

Shape of site - the length of exterior facade per square foot of area is greater on small sites than on larger sites and greater on long, narrow sites than on square sites, resulting in higher costs.

Topography - sloping sites usually result in expensive retaining walls.

Poor soil conditions result in higher foundation costs.

High-level exterior architectural treatment increases costs significantly.

Typical Construction Cost per Space for Above-Grade Parking

	Small Site 30,000 s.f.		Medium Site 60,000 s.f.		Large Site 90,000 s.f.	
	Customer Parking 350 s.f./car	Employee Parking 320 s.f./car	Customer Parking 335 s.f./car	Employee Parking 300 s.f./car	Customer Parking 325 s.f./car	Employee Parking 290 s.f./car
Surface Parking	$2,048	$1,872	$1,960	$1,755	$1,901	$1,697
Ground + 1 level	$8,088	$7,394	$7,055	$6,318	$6,559	$5,853
Ground + 2 levels	$9,009	$8,237	$7,774	$6,962	$7,225	$6,447
Ground + 3 levels	$9,367	$8,564	$8,035	$7,196	$7,462	$6,659
Ground + 4 levels	$9,746	$8,911	$8,349	$7,476	$7,757	$6,922

Ground + 5 levels	$9,999	$9,142	$8,558	$7,664	$7,954	$7,097
Ground + 6 levels	$10,179	$9,307	$8,707	$7,797	$8,094	$7,222
Ground + 7 levels	$10,314	$9,430	$8,819	$7,898	$8,199	$7,316
Ground + 8 levels	$10,420	$9,526	$8,906	$7,976	$8,281	$7,389

Updated 9/7/2001

Assumes rectangular site, 120' minimum site width, good soil conditions, quality finishes and Southern California location.

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15.15.150 Parking Structure Design Standards

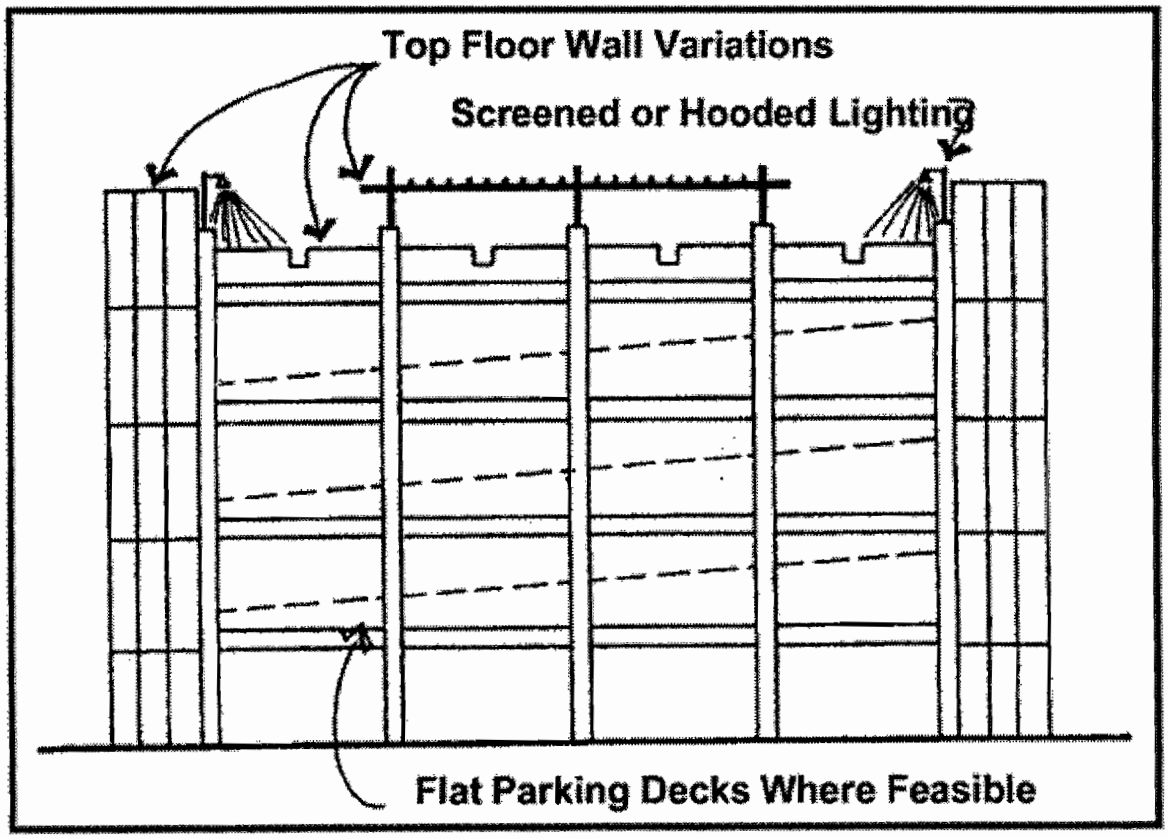
A. Parking Structure Design. The following parking structure design standards shall apply to all parking structures located outside of the designated City Center and not associated with a high capacity transit (HCT) station. Design standards for parking structures within the City Center shall conform with the requirements of SMC 15.35.900. Design standards for parking structures associated with an HCT station shall conform with the requirements of SMC 15.36.400.

1. Parking decks should be flat where feasible. At a minimum, a majority of both the ground floor and top parking decks shall be required to be flat, as opposed to continuously ramping (see Figure 15.15.150a).

2. External elevator towers and stair wells shall be open to public view, or enclosed with transparent glazing.

3. Lighting on and/or within multi-level parking structures shall be screened, hooded or otherwise limited in illumination area so as to minimize excessive glare and lighting of off-site areas.

Figure 15.15.150a. PARKING DECKS



4. Parking structure top floor wall designs must conform to one or more of the following options:

a. Top Floor Wall with Architectural Focal Point. A top floor wall focal point refers to a prominent wall edge feature such as a glazed elevator and/or stair tower, or top floor line trellis structure.

b. Top Floor Wall Line Variation.

i. Projecting Cornice. Top floor wall line articulated through a variation or step in cornice height or detail. Cornices must be located at or near the top of the wall or parapet.

ii. Articulated Parapet. Top floor wall line parapets shall incorporate angled, curved or stepped detail elements.

5. Parking structures with building facades facing or visible from the public right-of-way (ROW) shall use one, or a combination of, the following design features:

a. The facade shall have the appearance of an office building or hotel use.

b. Design features that would mask the building as a parking structure.

Proposed design features shall be approved by the Director of Planning and Community Development.

B. Parking Structure Character and Massing. In addition to the standards contained in subsection (A) of this section, parking structure facades over one hundred fifty (150) feet in length shall incorporate vertical and/or horizontal variations in setback, material or fenestration design along the length of the applicable facade, in at least one or more of the following ways:

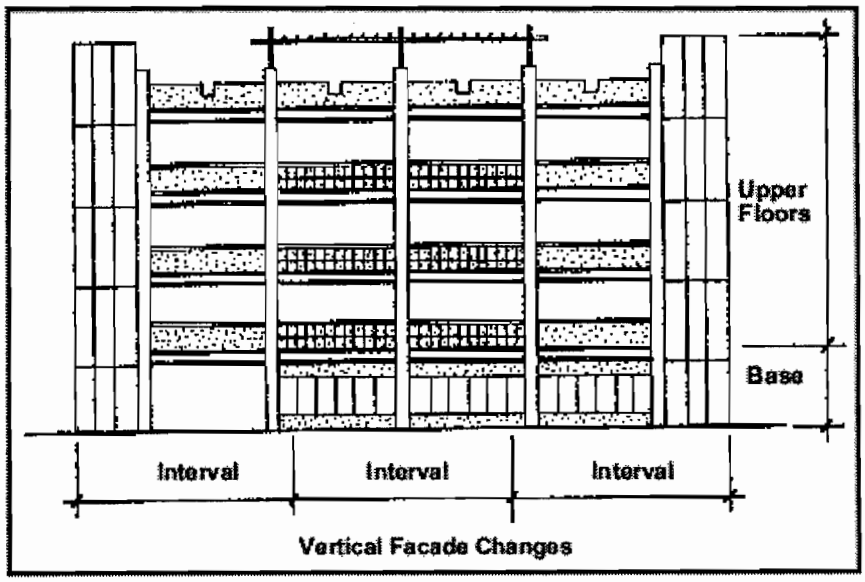
1. Vertical Facade Changes. Incorporation of intervals of architectural variation at least every eighty (80) feet over the length of the applicable facade (see Figure 15.15.150b), such as:

a. Varying the arrangement, proportioning and/or design of garage floor openings;

b. Incorporating changes in architectural materials; and/or

c. Projecting forward or recessing back portions or elements of the parking structure facade.

Figure 15.15.150b. VERTICAL FACADE CHANGES



2. Horizontal Facade Changes. Designed differentiation of the ground floor from upper floors, such as:

a. Stepping back the upper floors from the ground floor parking structure facade;

b. Changing materials between the parking structure base and upper floors; and/or

c. Including a continuous cornice line or pedestrian weather protection element between the ground floor and upper floors.

C. Minimizing Views Into the Parking Structure Interior. Facades of parking structures shall be designed without continuous horizontal parking floor openings.

1. For portions of parking structures without a pedestrian level retail/commercial use, the following building facade landscaping is required:

a. Five (5) foot wide facade landscape strip consisting of:

i. A mix of evergreen shrub groupings spaced no more than four (4) feet apart that do not exceed a height of six (6) feet at maturity;

ii. Ground cover; and

iii. Seasonal displays of flowering annual bedding plants.

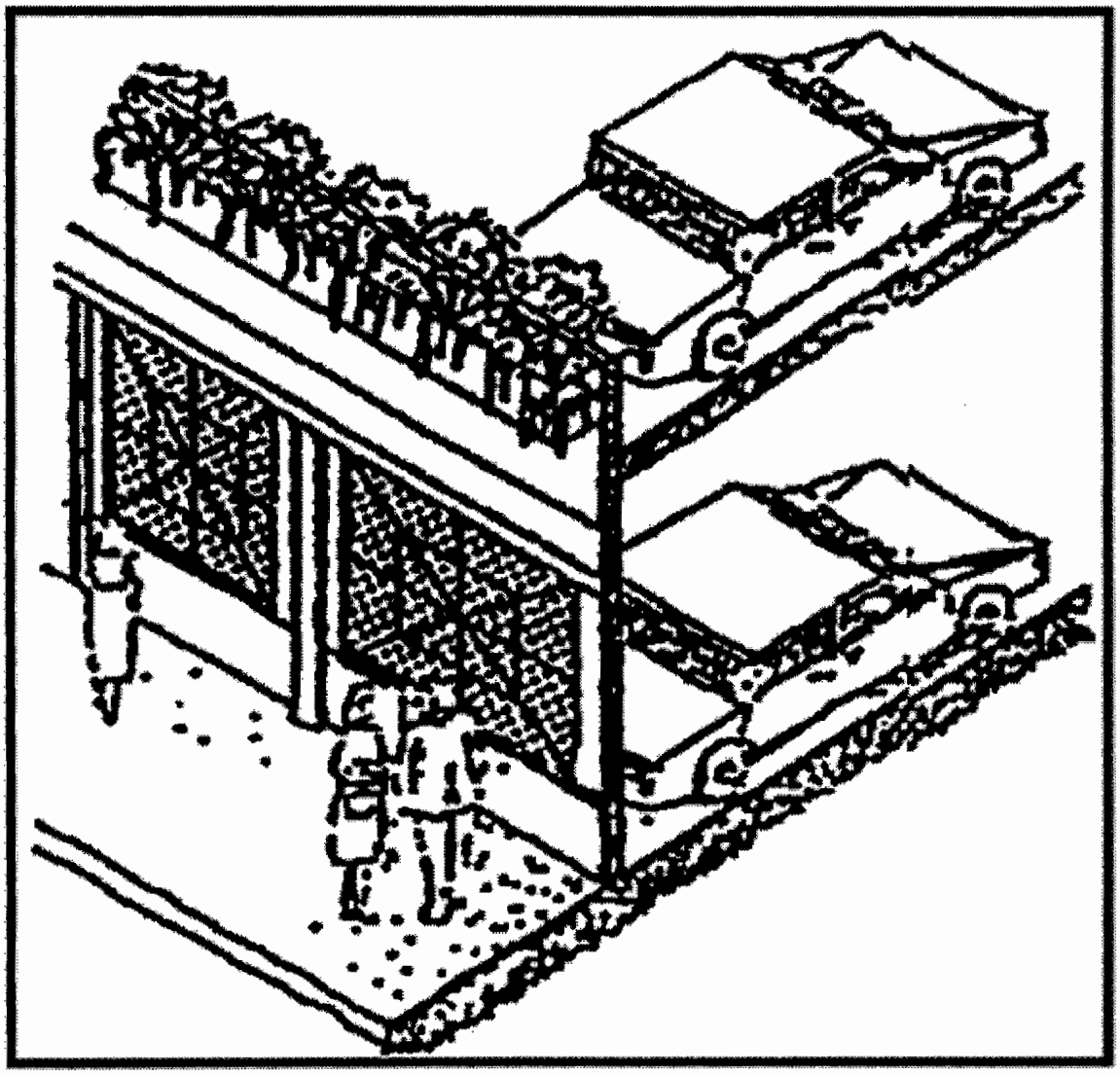
2. Any portion of a parking structure ground floor with exposed parking areas adjacent to a public street shall minimize views into the parking structure interior through one or more of the following methods which are in addition to the above facade landscaping strip:

a. Decorative trellis work and/or screening as architectural elements on the parking structure facade, without compromising the open parking structure requirements of the Uniform Building Code (see example, Figure 15.15.150c); and/or

b. Glass window display cases incorporated into pedestrian walls built between two structural pillars. Glass window display cases shall be at least two feet deep, begin twelve (12) to thirty (30) inches above the finished grade of the sidewalk, and cover at least sixty percent (60%) of the area between two pillars.

The trellis work or window display cases may be waived if the proponent can demonstrate some other method to minimize views into the parking structure. Alternate methods shall be approved by the Director of Planning and Community Development.

Figure 15.15.150c.



3. Upon conversion of portions of a parking structure to a pedestrian retail/commercial use, the Director of Planning and Community Development may approve the removal of initially installed pedestrian screening material in order to allow maximum visibility and access to the converted portions of the parking structure.

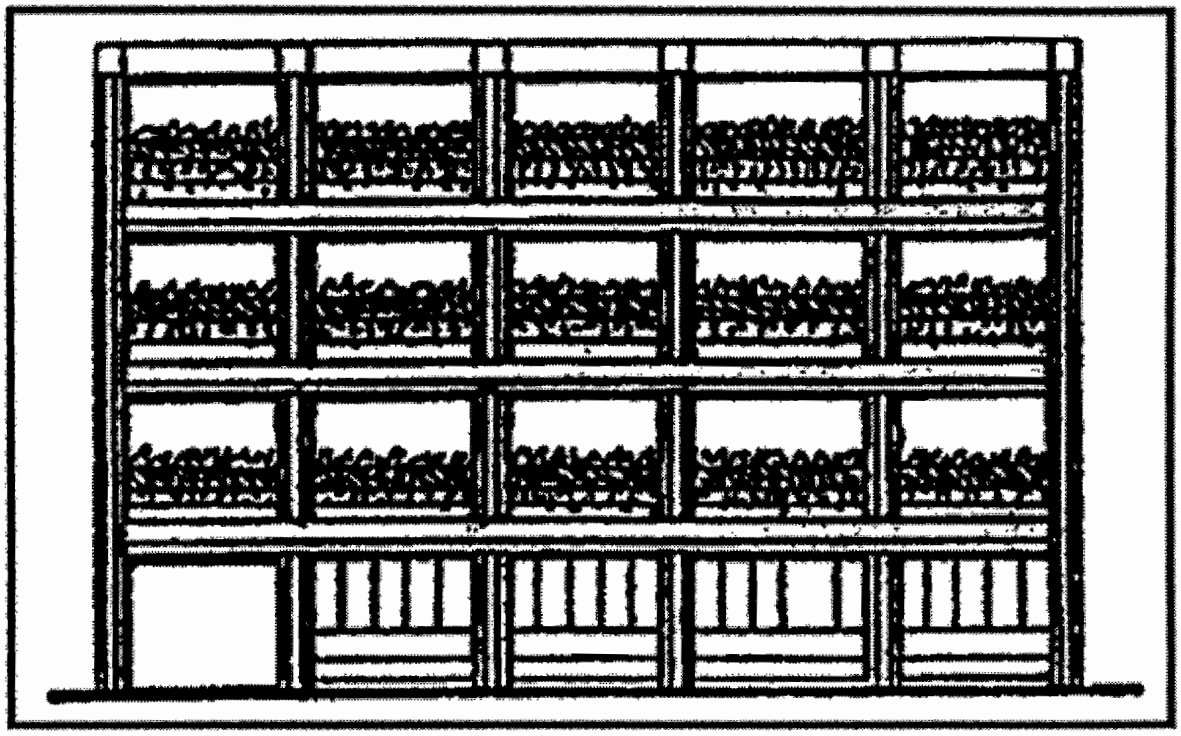
4. In addition to the above, views into the upper floors of parking structures shall be minimized through one or more of the following methods:

a. The use of planters integrated into the upper floors of parking structure facade design (see example, Figure 15.15.150d);

b. Decorative trellis work and/or screening as architectural elements on the parking structure upper floor facades; and/or

c. Upper parking floors designed as a pattern of window-like openings on the parking structure facade (see Figures 15.15.150c and 15.15.150d).

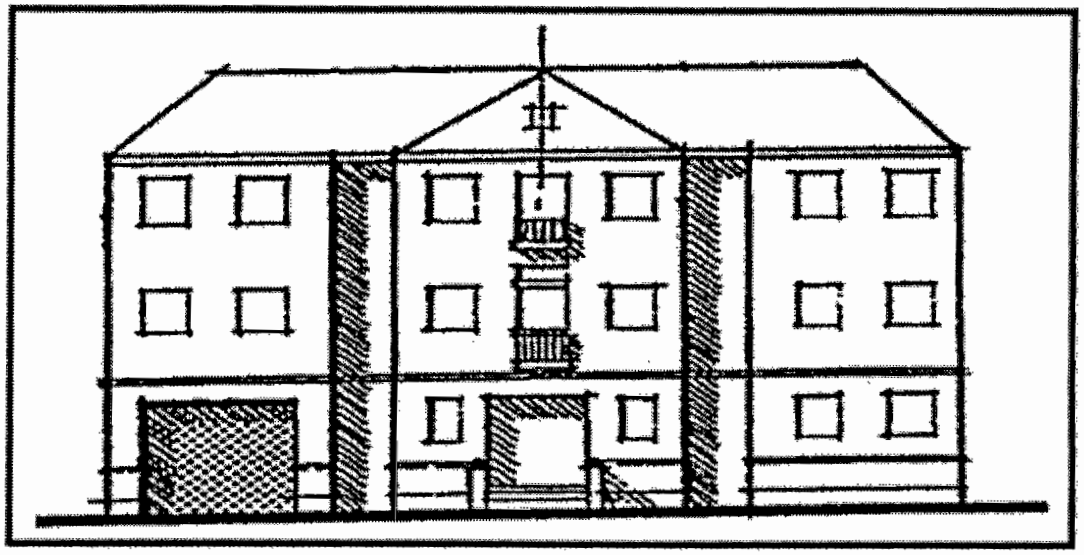
Figure 15.15.150d.



D. Parking Floors Located Under or Within Buildings.

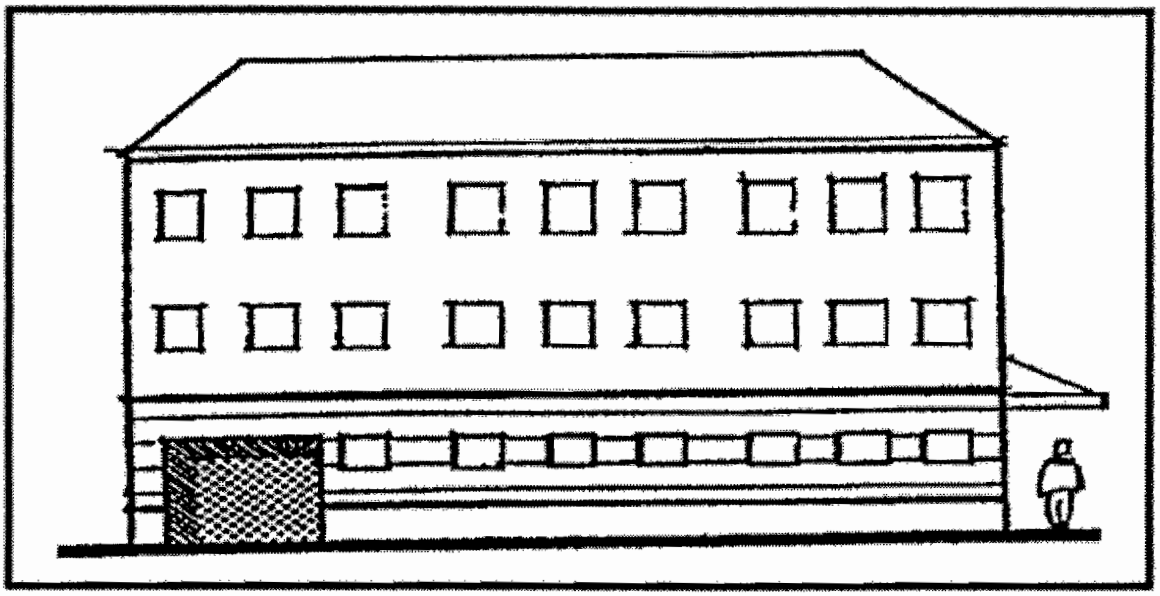
1. Parking located under or within buildings shall subordinate the garage entrance to the pedestrian entrance in terms of prominence on the street, location and design emphasis (see example, Figure 15.15.150e).

Figure 15.15.150e.



2. Parking at grade under a building shall be completely or wholly screened through any combination of walls, decorative grilles, or trellis work with landscaping (see example, Figure 15.15.150f).

Figure 15.15.150f.



(Ord. 01-1017 § 8)

CITY OF PLANO

PLANNING & ZONING COMMISSION

January 20, 2009

Agenda No. 8

Discussion: City Council's Direction to the Planning & Zoning Commission on Sign Regulations

Applicant: City of Plano

DESCRIPTION:

Discussion on City Council's Direction to the Planning & Zoning Commission on Sign Regulations.

REMARKS:

At its January 12, 2009, meeting, the City Council charged the Planning & Zoning Commission with developing a list of potential amendments to sign regulations that may now unreasonably limit contemporary and innovative advertising and marketing practices. The Commission is to report back in 60 days, or by March 9, 2009. Council's concerns focused on banners and other temporary signs, but they also mentioned roof signs, canopy and awning signs, "festival" signage, tenant signs on multi-story office buildings, and other areas of regulation. The Council is primarily concerned about commercial and retail signage, and the review does not include garage sale, open house signs, kiosks, etc.

Since we have such a short time frame, staff proposed the following schedule for this process:

- Tuesday, January 20 regular meeting - introduce topic and Council's direction and lay out work program
- Tuesday, February 3 work session - public meeting for businesses, shopping center managers, Chamber of Commerce, homeowners, and others to address their concerns with the Commission
- Monday, February 16 regular meeting - Commission begins to develop priority list
- Monday, March 2 regular meeting - Commission finalizes priority list of proposed amendments
- Monday, March 9 City Council meeting - Commission presents its recommendations to Council

Additional work sessions may be necessary and can be scheduled as needed.

The report to City Council does not need to include specific amendment language, but would contain the Commission's recommendations for the sign regulations that need further review. For example, after hearing comments from retailers and the business community, the Commission might recommend that the time limits for temporary banners be increased.

The Building Inspections staff will be taking the lead on this project and will be assisting you in your review. A copy of the Sign Regulations has been provided in your packet. As you may recall, in 2007, the regulations for temporary signs were removed from the Zoning Ordinance in response to concerns about the fines being imposed in Municipal Court for garage sale sign violations. We are providing both ordinances for your review and use as we go through this process.

CITY OF PLANO

PLANNING & ZONING COMMISSION

January 20, 2009

Agenda Item No. 9

Discussion and Direction: The Planning & Zoning Commission's Work Program

Applicant: City of Plano

DESCRIPTION:

Discussion and direction on the projects and priorities for the Planning & Zoning Commission's Work Program.

REMARKS:

The Planning & Zoning Commission's work program contains a prioritized list of the special projects that the Commission will be focused on during the year. The work program items are generated from several sources, including Comprehensive Plan recommendations, zoning amendments initiated by either the Commission or City Council, and issues that the Council refers to the Commission for study. Attached is a copy of the present work program, with the status of each item noted.

Attached is the work program table with notes on the current status of each item. Since the last review of the work program, the following high priority items have been completed:

- Research/Technology Center (RT) District Zoning Review - Re-evaluate the appropriateness of the RT regulations for the northeastern part of the district along 14th Street. Consider allowing additional retail and restaurant development within the district.

- Regulations for Golf Nets - Assess and develop regulations for golf nets, including consideration of "grandfathering" existing nets along golf courses, up to a certain height.

There are a number of new work program items to consider, as described below. First is the recommendation on sign ordinance amendments as directed by City Council, which is discussed in more detail as part of another item on tonight's agenda. With a two-month time frame, this is a high priority. Council has also provided direction on the priorities for amendments as recommended by Duncan Associates in its assessment of the Zoning Ordinance. A copy of the prioritized list is attached. Finally, the Commission has noted several topics that it wishes to explore.

Proposed Work Program Items

- Sign Ordinance Amendments - By March 9, 2009, identify commercial sign regulations that may unreasonably restrict the use of contemporary and innovative advertising and marketing practices and recommend amendments to the regulations. Recommended priority - High.

- Zoning Ordinance Assessment Amendments - As recommended in the consultant's report, amend several sections of the Zoning Ordinance to better address code enforcement, redevelopment and legal issues. Recommended priority - High.
    - Reorganize and reformat the Zoning Ordinance to make it easier to use and add graphics and tables to clarify information
    - Reorganize the use charts and update definitions
    - Revise or add standards related to on-going enforcement problems
    - Revise supplementary regulations in Article 3 of the Zoning Ordinance
    - Align regulations for household care facilities and household care institutions with the Fair Housing Act and Americans with Disabilities Act
    - Review regulations for religious institutions in accordance with the Religious Land Use and Institutionalized Persons Act and other applicable statutes
    - Revise regulations for non-conforming uses and structures

Other Items for Consideration

The Commission has identified a number of other issues that it would like to review or receive information on, as follows. After the Commission has reviewed these and determined if any further action is necessary, they can be added to the work program and prioritized.

- Estate Development District regulations
- Arcade regulations
- The City's code enforcement efforts
- "Human" signs
- Daycare center regulations
- Training on the sign ordinance

RECOMMENDATIONS:

Staff asks that the Commission give direction on the priorities of the work program items, and determine if other issues need consideration.

PLANNING & ZONING COMMISSION
WORK PROGRAM
January 2009
(Changes are in bold and italics)

Title	Description	Current Status	Priority
Comprehensive Plan Updates	Ongoing review and updates to the various Comprehensive Plan elements.	***Updates to the Comprehensive Plan are on hold. Regular updates to the Land Use and Transportation Elements have been extended from every 2 years to 3 years.***	High
Traffic Impact Analysis Update	With the pending completion of the city's thoroughfare system, develop amendments to the traffic impact analysis regulations that recognize the lack of mitigation factors and that focus on site-specific traffic management.	On hold. The Transportation Engineering staff will be managing this update.	High
Mixed-Use/Urban Center Policy Statement	Determine appropriate locations, minimum size, use mix, layout, and organization of proposed "life style" projects, urban centers, and other forms of mixed-use development.	***Public hearings to consider approval of the policy statement are scheduled for the Commission's meeting on January 2, 2009, and for the February 9, 2009, City Council meeting.***	High
Sign Ordinance Review	***By March 9, 2009, identify commercial sign regulations that may unreasonably restrict the use of contemporary and innovative advertising and marketing practices and recommend amendments to the regulations.***	***New Item***	***Recommended priority – High.***
Zoning Ordinance Assessment Amendments	***As recommended in the consultant's report, amend several sections of the Zoning Ordinance to better address code enforcement, redevelopment and legal issues.***	***New Item***	***Recommended priority – High***

PLANNING & ZONING COMMISSION
WORK PROGRAM (CONT.)

Title	Description	Current Status	Priority
Parking Garage Facade Standards	Develop facade and design requirements for parking structures.	***Scheduled for discussion on January 20, 2009.***	Mid-Term
Revisions to Parking Regulations	Review existing parking regulations and devise new standards to address stormwater design issues and to assist in redevelopment requests.	***On hold. This item is on the priority list of amendments from the zoning ordinance assessment.***	Mid-Term
New Single-Family and Urban Townhouse Zoning Districts	Create separate zoning district(s) for single-family development to address smaller lot and more flexible regulations for density, lot size, height, setbacks, and other design requirements.	On hold	Mid-Term
Rescind Unneeded Specific Use Permits for Private Clubs	As restaurants switch to TABC's mixed beverage with food-and-beverage certificates to continue selling alcohol, rescind private club specific use permits that are no longer required.	Ongoing as staff time permits. 98 permits have been repealed to date.	Mid-Term
Stormwater Management Plan	Strengthen the City's ordinances and development review procedures to protect stormwater quality and reduce stormwater quantity, in conformance with its EPA stormwater permit requirements.	Phase I amendments completed in 2006; additional ordinance changes anticipated in 2010.	Longer-Term

High Priority -- *These projects should receive priority in scheduling and allocation of staff and budget resources to ensure prompt completion.*
Mid-Term Priority -- *These projects should be an active part of the Planning & Zoning Commission's work program. The projects should be delayed only if it is determined to be necessary to complete high priority projects.*
Longer-Term Priority -- *Work may proceed provided it does not compromise the timely completion of higher priority projects.*

CITY OF PLANO

PLANNING & ZONING COMMISSION

January 20, 2009

Agenda Item No. 10

Work Session: Wesson Drive Safe Streets Program Waiver

Applicant: City of Plano

BACKGROUND:

Staff has received a request to include Wesson Drive in the Safe Streets Program (SSP) due to excessive vehicle speeding. Wesson Drive is a 36-foot wide Type F residential collector street, runs north/south between Legacy Drive and Savage Drive, and has a posted speed limit of 30 miles per hour, with homes having rear-entry driveways.

QUALIFICATION STUDY:

Traffic data was collected during the week of September 15, 2008. The five highest observations of speed and volume were averaged and used to determine if the street qualifies for SSP participation. Wesson Drive passed the speed requirement but failed the volume requirement.

36-foot Wide Street	Minimum Qualification Criteria	5 Day Average	Highest Day	Lowest Day
Volume	2,000 veh/day	458 (23%)	494	427
Speed	35 miles/hour	Northbound: 41.4 Southbound: 37.5	41.9	36.6

A prior qualification study for participation in the SSP was performed for Wesson Drive in September 2007. The results are shown below.

36-foot Wide Street	Minimum Qualification Criteria	5 Day Average	Highest Day	Lowest Day
Volume	2,000 veh/day	256	291	225
Speed	35 miles/hour	Northbound: 39.4 Southbound: 36.5	40.1	35.6

As with the current study, Wesson Drive passed the speed requirement, but failed the volume requirement. However, staff has no explanation for the 79% increase in traffic volume from 2007 to 2008.

A search of reported traffic collisions since 2006 produced the following results:

1. A car striking a parked car
2. A bicyclist striking a car
3. A parked car being sideswiped

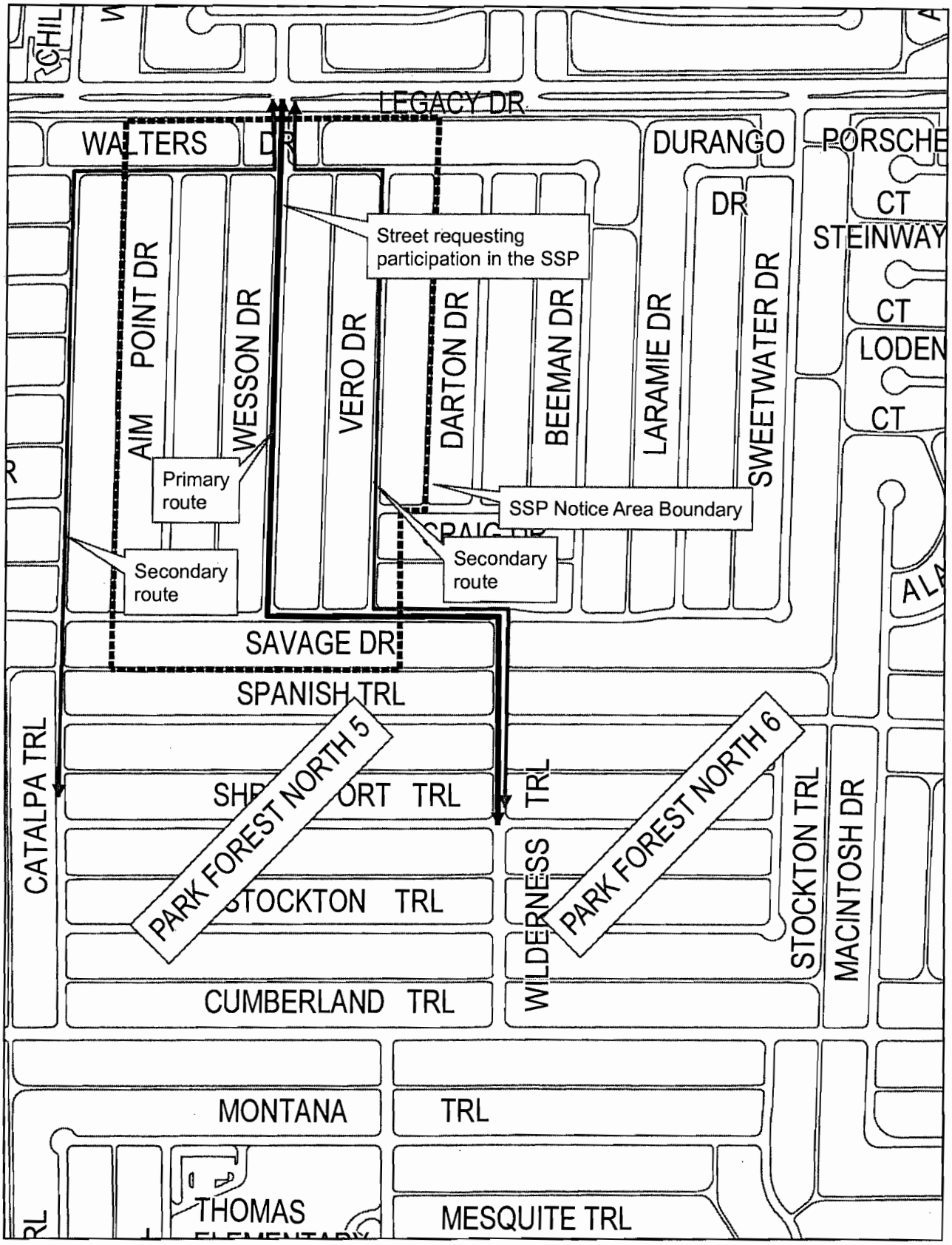
DISCUSSION:

Wesson Drive provides access to/from Legacy Drive, not only for the Hunters Ridge 3 subdivision, but also the subdivisions to the south via Savage Drive and Wilderness Trail. Implementation of an SSP project on Wesson Drive may increase traffic volume on parallel streets as drivers seek to avoid any traffic management devices on Wesson Drive. Unlike Wesson Drive, these parallel streets are all 26-foot wide Type G residential streets.

Under SSP Procedure IB2. - Traffic Volume and/or Speed Criteria Waiver, the Traffic Engineer may request the Commission to determine whether the minimum volume and/or speed criteria should be waived if the circumstances, as a whole, warrant further study for participation in the SSP.

RECOMMENDATION:

Staff recommends waiving the volume requirement and accept Wesson Drive as a Safe Streets Program project.



Wesson Drive Area Map

N W E S

Plano

1 inch = 400 feet Transportation Engineering Division